AGENDA
PLANNING & ZONING COMMISSION MEETING
CITY OF LEANDER, TEXAS

Pat Bryson Municipal Hall
201 North Brushy Street - Leander, Texas
Thursday, December 14, 2023
Regular Meeting at 6:00 PM

Place 1 – Donnie Mahan	**Place 5 – James Oliver, *Vice-Chair***
Place 2 – John Cosgrove	**Place 6 – Laura Lantrip, *Chair***
Place 3 – Ron May	**Place 7 – Scott Calame**
Place 4- Deirdre Moss	

The meeting will also be live-streamed at the following link: https://www.leandertx.gov/video.

Call to Order.

Roll Call.

Director's report to the Planning & Zoning Commission on actions taken by the City Council at the December 7, 2023 meeting.

Review of meeting protocol.

Citizen Comments: Three (3) minutes allowed per speaker. [Please turn in speaker request form before the meeting begins.]

CONSENT AGENDA: ACTION

1. Approval of the minutes for meeting held on November 9, 2023.

2. Approval of Subdivision Case SFP-22-0009 regarding Moon Valley Short Form Final Plat on two (2) parcels of land approximately 8.8 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R319362 and R031223; generally located 1,000 feet to the southwest of the intersection of East Crystal Falls Parkway and Ronald W. Reagan Boulevard, Leander, Williamson County, Texas.

3. Approval of Subdivision Case FP-22-0007 regarding Leander Collective Final Plat on eight (8) parcels of land approximately 11.45 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R036221, R036220, R036219, R036218, R036216, R036215, R619681 and R619682; generally located to the northeast of Horseshoe Drive and South West Drive, Leander, Williamson County, Texas.

4. Approval of Subdivision Case FP-22-0018 regarding Garlock Subdivision Final Plat on one (1) parcel of land approximately 44.628 acres ± in size, more particularly described by Williamson Central Appraisal District R649817; generally located to the south of Gabriel's Horn Road and west of Donetto Drive, Leander, Williamson County, Texas.

5. Approval of Subdivision Case FP-23-0050 regarding Harmony Public School Final Plat on eight (8) parcels of land approximately 24.89 acres ± in size, more particularly described by Williamson Central

Appraisal District Parcels R508115, R508114, R508113, R031592, R031591, R031590, R031595 and R031594; generally located on the north side of Hero Way between 183A Toll Road and Ronald W. Reagan Boulevard, Leander, Williamson County, Texas.

6. Approval of Subdivision Case FP-23-0063 regarding Travisso Phase 3, Section 10 Final Plat on one (1) parcel of land approximately 52.309 acres ± in size, more particularly described by Travis County Central Appraisal District Parcel 844740; generally located north of Portobello Road and east of Gilded Crest Drive, Leander, Travis County, Texas.

7. Approval of Subdivision Case FP-23-0096 regarding Cantwell Tract Lot 4A & 4B replat on one (1) parcel of land approximately 3.191 acres ± in size, more particularly described by Williamson Central Appraisal District parcel R553028; generally located east of 183A Toll Road and north of E Crystal Falls Parkway, Leander, Williamson County, Texas.

8. Approval of Subdivision Case PP-22-0027 to approve the Bar W Ranch W Phase 8 Preliminary Plat on three (3) parcels of land approximately 80.373 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R523945, R544597 and R652645; generally located at the south east intersection of Bar W Ranch Boulevard and CR 267, Leander, Williamson County, Texas.

9. Approval of Subdivision Case PP-23-0033 regarding Lone Star Landing Phase One Preliminary Plat on one (1) parcel of land approximately 15.37 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031560; generally located at 610 and 800 County Road 177, Leander, Williamson County, Texas.

PUBLIC HEARING: ACTION

10. Conduct a Public Hearing regarding Subdivision Case CP-23-0023 to adopt the Mac Haik Quick Lane Concept Plan and Preliminary Plat on seven (7) parcels of land approximately 5.725 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R474912, R457903, R031360, R500607, R485578, R474901, and R305748; generally located at the south west corner of Merrill Drive and 183A Toll Road, Leander, Williamson County, Texas.

    - Discuss and consider action regarding Subdivision Case CP-23-0023 as described above.

    a. Staff Presentation
    b. Applicant Presentation
    c. Open Public Hearing
    d. Close Public Hearing
    e. Discussion
    f. Consider Action

11. Conduct a Public Hearing regarding Subdivision Case CP-23-0026 to adopt the Highway 29 Commercial Concept Plan on one parcel of land approximately 50.74 acres ± in size, more particularly described by Williamson Central Appraisal District parcel R032262; generally located approximately 1,500 feet to the west of the intersection of SH 29 and Ronald W Reagan Blvd, on the south side of SH 29, Leander, Williamson County, Texas.

    - Discuss and consider action regarding Subdivision Case CP-23-0026 as described above.

    a. Staff Presentation
    b. Applicant Presentation

c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

12. Conduct a Public Hearing and consider action regarding Zoning Case Z-23-0098 to amend the current zoning of Interim SFS-2-B (Single-Family Suburban) and Interim SFR-1-B (Single-Family Rural) to GC-2-B (General Commercial) on one (1) parcel of land approximately 6.314 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031278; and more commonly known as 17451 Ronald W Reagan Boulevard, Leander, Williamson County, Texas.

- Discuss and consider action regarding Zoning Case Z-23-0098 as described above.

a. Staff Presentation
b. Applicant Presentation
c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

13. Conduct a Public Hearing and consider action regarding Comprehensive Plan Case CPA-23-0008 to adopt an updated Comprehensive Plan including the update of the future land use plan and map; and to provide for related matters; Williamson & Travis Counties, Texas.

- Discuss and consider action regarding Comprehensive Plan Case CPA-23-0008 as described above.

a. Staff Presentation
b. Applicant Presentation
c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

REGULAR AGENDA

14. Discuss and consider action on Tree Removal Case TRP-23-0018 regarding removal of ten (10) Heritage Trees and fifteen (15) Significant Trees associated with the Heritage Grove Business Park Site Development Project located at 502 Heritage Grove Road, Leander, Williamson County, Texas.
    a. Staff Presentation
    b. Applicant Presentation
    c. Discussion
    d. Consider Action

15. Discuss and consider action on updates to the Roadway Impact Fee Service Area Map and the Roadway Impact Fee Study.
    a. Staff Presentation
    b. Discussion
    c. Consider Action

16. Adjournment

CERTIFICATION
This meeting will be conducted pursuant to the Texas Government Code Section 55 1.001 et seq. At any time during the meeting the Commissioners reserve the right to adjourn

into Executive Session on any of the above posted agenda for which state law authorizes Executive Session to be held, including but not limited to Sections 55 1.071 [litigation and certain Consultation with attorney]. The City of Leander is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call the City Secretary at (512) 528-2743 for information. Hearing impaired or speech disabled persons equipped with telecommunication devices for the deaf may call (512) 528-2800. I certify that the above agenda for this meeting of the City Council of the City of Leander, Texas, was posted on the bulletin board at City Hall in Leander, Texas, on the 11th day of December 2023 by 5:00 p.m. pursuant to Chapter 551 of the Texas Government Code.

Veronica Tovar, Planning Coordinator

MINUTES
PLANNING & ZONING COMMISSION
CITY OF LEANDER, TEXAS

Pat Bryson Municipal Hall
201 North Brushy Street - Leander, Texas

November 9, 2023 at 6:00 PM

Place 1 – Donnie Mahan, *Chair*	**Place 5 – James Oliver**
Place 2 – John Cosgrove	**Place 6 – Laura Lantrip, *Vice-Chair***
Place 3 – Ron May	**Place 7 – Scott Calame**
Place 4 – Deirdre Moss	

The meeting will be live-streamed at the following link: https://www.leandertx.gov/video.

1. Call to Order at 6:00 p.m.

2. Roll Call.
All commissioners were present except Commissioner James Oliver.

3. Swearing in of new Planning and Zoning Commissioner Scott Calame.

4. Election of Chairman.
A. Nomination for position of Chairman.
B. Discussion of Nominees.
C. Election of Chairman.

Laura Lantrip was voted as Chair.

AYE: Commissioner John Cosgrove, Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Scott Calame, Chair Donnie Mahan, Commissioner Ron May

6 - 0 Passed

5. Election of Vice Chairman
A. Nomination for position of Vice Chairman.
B. Discussion of Nominees.
C. Election of Vice Chairman.

James Oliver was voted as Vice Chair.

AYE: Commissioner John Cosgrove, Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Scott Calame, Chair Donnie Mahan, Commissioner Ron May

6 - 0 Passed

6. Director's report to the Planning & Zoning Commission on actions taken by the City Council at the November 2, 2023 meeting

7. Review of meeting protocol.

8. Citizen Comments: Three (3) minutes allowed per speaker.
No one wished to speak.

CONSENT AGENDA: ACTION

9. Approval of Subdivision Case PP-22-0001 regarding Lifestyle Leander aka LC Hero Way Preliminary Plat on one parcel of land approximately 21.49 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R624075; generally located to the northwest of the intersection of Hero Way and Main Street, Leander, Williamson County, Texas.

10. Approval of Subdivision Case PP-22-0012 regarding Hampton Park Estates Preliminary Plat on one parcel of land approximately 17.302 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R032337; generally located on the north side of CR 264, Leander, Williamson County, Texas.

11. Approval of Subdivision Case FP-21-0032 regarding Northline Lots 1–7, Block A Final Plat on one parcel of land approximately 12.718 acres ± in size, more particularly described by Williamson Central Appraisal District parcel R458187; generally located southeast of the intersection of US 183 and San Gabriel Parkway, Leander, Williamson County, Texas.

12. Approval of the submittal schedule for Subdivision, Site Development Applications, and Dry Utility Applications pursuant to Article IX, Section 9 (a) (1) b. of the Composite Zoning Ordinance and Article II, Section 20 (e) of the Subdivision Ordinance; Leander, Williamson & Travis Counties, Texas.

13. Approval of Minutes.

Motion made by Commissioner Ron May, seconded by Commissioner John Cosgrove to approve Consent Agenda items 9 - 12.

AYE: Commissioner John Cosgrove, Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Scott Calame, Chair Donnie Mahan, Commissioner Ron May

6 - 0 Passed

PUBLIC HEARING: ACTION

14. Conduct a Public Hearing regarding Subdivision Case CP-22-0001 to adopt the FM 2243 Concept Plan on two parcels of land approximately 16.727 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R327095 and R433125; generally located on the north side of RM 2243 between 183A Toll Rd. and Ronald Reagan Blvd., more commonly known as 8770 RM 2243, Leander, Williamson County, Texas.
    - Discuss and consider action regarding Subdivision Case CP-22-0001 as described above.

    Motion made by Chair Donnie Mahan, seconded by Commissioner Ron May to approve the Concept Plan.

    AYE: Commissioner John Cosgrove, Commissioner Deirdre Moss, Vice Chair Laura Lantrip, Commissioner Scott Calame, Chair Donnie Mahan, Commissioner Ron May

    6 - 0 Passed

REGULAR AGENDA

15. Discussion regarding updates to the Comprehensive Plan and Future Land Use Map.

16. Adjournment at 6:13 p.m.

APPROVED:

_____
CHAIRMAN MAHAN

ATTEST:

_____
VERONICA TOVAR
PLANNING & ZONING COMMISSION SECRETARY

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case SFP-22-0009 regarding Moon Valley Short Form Final Plat on two (2) parcels of land approximately 8.8 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R319362 and R031223; generally located 1,000 feet to the southwest of the intersection of East Crystal Falls Parkway and Ronald W. Reagan Boulevard, Leander, Williamson County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the short form final plat satisfies the applicable regulations without requesting any variances.

This short form final plat includes one (1) commercial lot. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:

APPLICANT/AGENT:
Henderson Professional Engineers (Jen Henderson) on behalf of Las Vegas LV, LLC (Leslie Blake)

RECOMMENDATION:
Michael Chenausky AICP, Senior Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:
1. SFP-22-0009 Att 1 Moon Valley Replat
2. SFP-22-0009 Att 2 Moon Valley Replat - Location Map

MOON VALLEY SUBDIVISION
SHORT FORM FINAL PLAT

OWNER/ DEVELOPER: RYAN KAESSNER
MOON VALLEY NURSERIES
19820 N. 7TH STREET
PHOENIX, AZ 85024
PHONE 714.454.7258
E-MAIL RKAESSNER@MVNCORP.COM

SURVEYOR: WILLIAM C. STEWART, RPLS
TEXAS LAND SURVEYING, INC.
TBPELS #10056200
3613 WILLIAMS DRIVE SUITE 903
GEORGETOWN, TX 78628
PHONE 512.930.1600
E-MAIL BILL@TEXAS-LS.COM

ENGINEER: JENNIFER HENDERSON, PE
HENDERSON PROFESSIONAL ENGINEERS
PELS FIRM F-22208
600 ROUND ROCK WEST DRIVE, SUITE 604
ROUND ROCK, TEXAS 78681
PHONE 512.350.6228
E-MAIL JEN@HENDERSONPE.COM

FILING DATE: 7/26/2022

ORIGINAL SURVEY: WALTER CAMPBELL SURVEY
ABSTRACT NO. 3

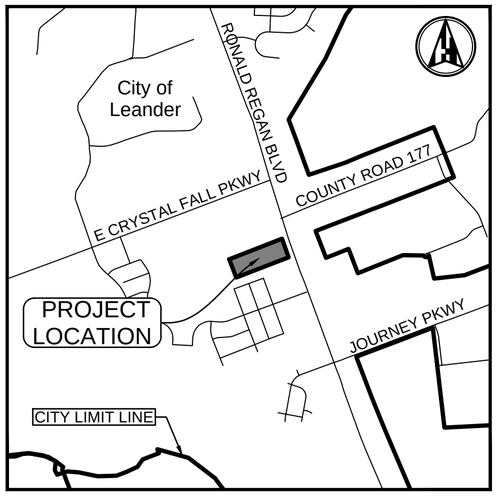
FEMA FLOODPLAIN: THERE IS NO ENCROACHMENT OF THE 100 YEAR FLOOD PLAIN AS SHOWN ON FIRM PANEL 48491C0460F, DATED DECEMBER 20, 2019

NEW STREETS: NO NEW STREETS ARE PLANNED

TOTAL ACRES: 8.8 ACRES

TOTAL LOTS: 1

TOTAL BLOCKS: 1



VICINITY MAP
SCALE: 1"=2,000'

SHEET INDEX	
NUMBER	DESCRIPTION
01	COVER SHEET
02	FINAL PLAT
03	NOTES AND SIGNATURES

COVER SHEET
SHEET 01 OF 03

Henderson Professional Engineers
HPE Civil Engineering
600 ROUND ROCK WEST DRIVE, SUITE 604
ROUND ROCK, TX 78681
512.350.6228
PELS FIRM #F-22208
www.hendersonpe.com
WBE210166 | HUB 1853873845300

CITY PROJECT NUMBER 22-SFP-009

Plotted by: Adam, Plot date: 11/09/2023, File name: h:\02 projects\2022\220205 moon valley leander\07 Sheet\FP\220205 FINAL PLAT.dwg

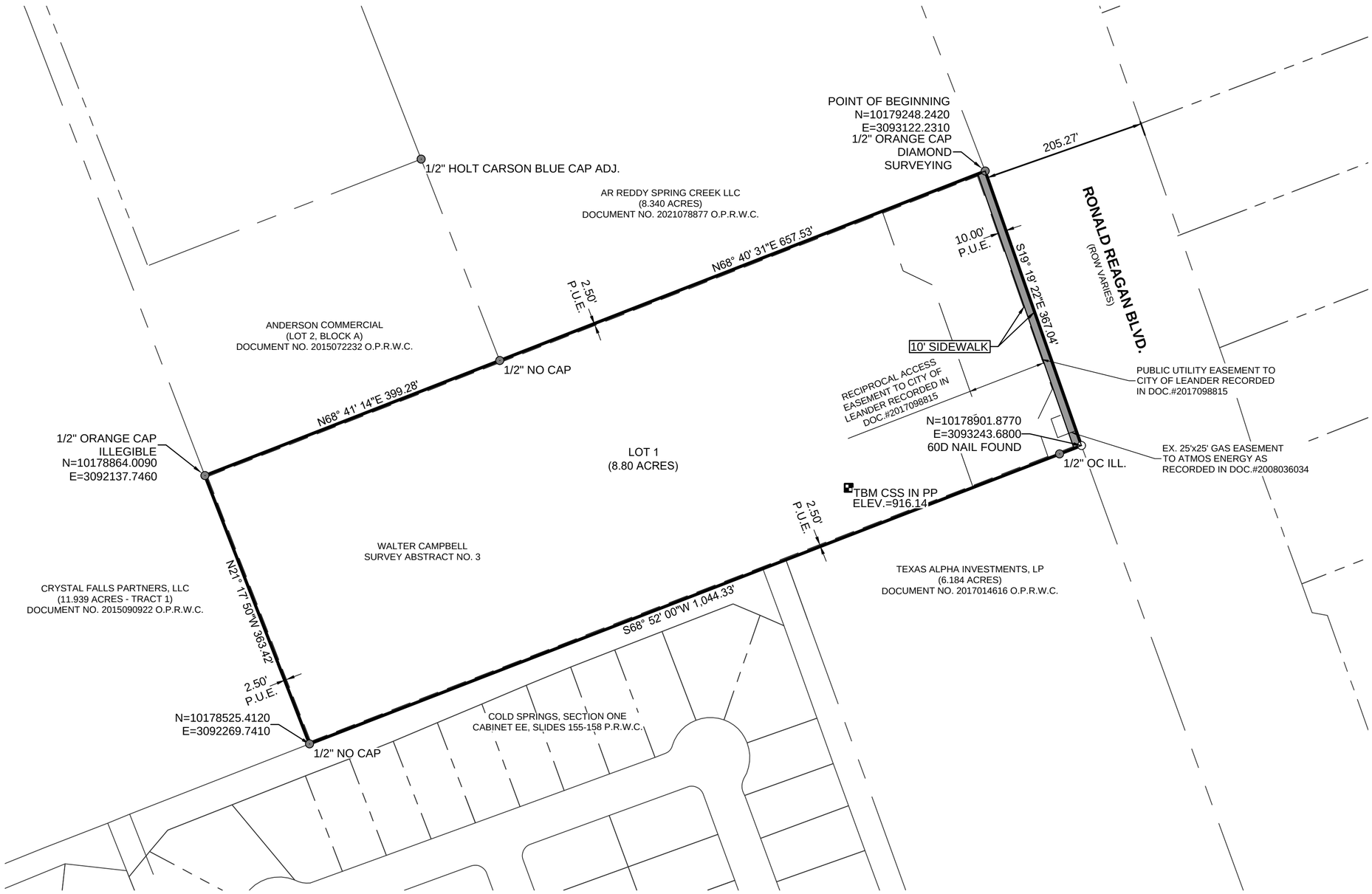
MOON VALLEY SUBDIVISION
SHORT FORM FINAL PLAT

LEGEND

- IRON ROD SET, CAPPED "TLS"
- IRON ROD FOUND
- PROPOSED PROPERTY LINES
- EXISTING PROPERTY LINES
- RECORDED EASEMENTS
- 10' SIDEWALK

0 100 200
SCALE: 1"=100'

BEARINGS CITED HEREON BASED ON STATE PLANE COORDINATES, GRID NORTH, CENTRAL ZONE, TEXAS NAD 83.



FINAL PLAT
SHEET 02 OF 03

Henderson Professional Engineers
HPE
Civil Engineering
600 ROUND ROCK WEST
DRIVE, SUITE 604
ROUND ROCK, TX 78681
512.350.6228
PELS FIRM #F-22208
www.hendersonpe.com
WBE210166 | HUB 1853873845300

CITY PROJECT NUMBER 22-SFP-000
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Plotted by: Adam, Plot date: 11/09/2023, File name: h:\02 projects\2022\220205 moon valley leander\07 Sheet\FP\220205 FINAL PLAT.dwg

MOON VALLEY SUBDIVISION
SHORT FORM FINAL PLAT

STATE OF TEXAS §
. §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS;

THAT MOON VALLEY NURSERIES, A TEXAS LIMITED LIABILITY CORPORATION, AS THE OWNER OF THAT CERTAIN 8.80 ACRE TRACT OF LAND RECORDED IN 2015010081, OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS DOES HEREBY CERTIFY THAT THERE ARE NO LIEN HOLDERS AND DEDICATES TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL ROW, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS MOON VALLEY SUBDIVISION.

MOON VALLEY NURSERIES

_____
RYAN KAESSNER

STATE OF TEXAS §
. §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE _____DAY OF _____, 20____, PERSONALLY APPEARED, RYAN KAESSNER, AS _____ OF MOON VALLEY NURSERIES, A TEXAS LIMITED LIABILITY CORPORATION, ON BEHALF OF SAID MOON VALLEY NURSERIES, A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE_____DAY OF_____ 20___.

_____
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS

MY COMMISSION EXPIRES ON:

STATE OF TEXAS §
. §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS

THAT I, WILLIAM C. STEWART, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON-THE-GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCE AND CODES, AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON THE TITLE POLICY PROVIDED BY FIRST NATIONAL TITLE INSURANCE COMPANY, 21-645365-AM ISSUED DECEMBER 13, 2021 HAVE BEEN SHOWN OR NOTED HERON.

_____
WILLIAM C. STEWART, RPLS
SIGNATURE AND SEAL OF LICENSED SURVEYOR DATE

STATE OF TEXAS §
. §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS

THAT I, JENNIFER L. HENDERSON, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.

_____
JENNIFER L. HENDERSON, P.E.
SIGNATURE AND SEAL OF LICENSED ENGINEER DATE

APPROVED THIS THE _____ DAY OF _____, 20___ AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF WILLIAMSON COUNTY.

_____
DONNIE MAHAN, CHAIRMAN
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

ATTEST: _____
ELLEN COUFAL, SECRETARY
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

FIELD NOTES: 8.80 ACRES

BEING 8.80 ACRES OF LAND SITUATED IN WILLIAMSON COUNTY, TEXAS, OUT OF THE WALTER CAMPBELL SURVEY, ABSTRACT NO. 3, AND BEING THAT SAME PROPERTY CONVEYED TO MOON VALLEY NURSERIES, INC., IN THAT INSTRUMENT RECORDED UNDER DOCUMENT NO. 2015010081 OF THE OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS, AS SURVEYED ON THE GROUND ON THIS, THE 2ND DAY OF MAY, 2022, BY TEXAS LAND SURVEYING, INC., AND FURTHER DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING: AT A ½" IRON ROD W/ ORANGE CAP STAMPED "DIAMOND SURVEYING", FOUND IN THE WEST LINE OF RONALD REAGAN BLVD., FOR THE SOUTHEAST CORNER OF A CALLED 8.340 ACRES, CONVEYED TO AR REDDY SPRING CREEK LLC, IN THAT INSTRUMENT RECORDED UNDER DOCUMENT NO. 2021078877 OF SAID OFFICIAL PUBLIC RECORDS, THE NORTHEAST CORNER OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, FROM WHICH A ½" IRON ROD W/ ORANGE CAP STAMPED "DIAMOND SURVEYING", FOUND IN THE WEST LINE OF RONALD REAGAN BLVD., FOR THE NORTHEAST CORNER OF SAID AR REDDY SPRING CREEK LLC TRACT, BEARS N 21º03'01" W, 538.97 FEET.

THENCE: S 19º19'22" E, 367.04 FEET ALONG THE WEST LINE OF RONALD REAGAN BLVD., THE EAST LINE OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, TO A 60D NAIL FOUND, FOR THE NORTHEAST CORNER OF A CALLED 6.184 ACRES, CONVEYED TO TEXAS ALPHA INVESTMENTS, LP, IN THAT INSTRUMENT RECORDED UNDER DOCUMENT NO. 2017014616 OF SAID OFFICIAL PUBLIC RECORDS, THE SOUTHEAST CORNER OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL.

THENCE: S 68º52'00" W, 1044.17 FEET ALONG THE NORTH LINE OF SAID TEXAS ALPHA INVESTMENTS, LP TRACT, IN PART THE NORTH LINE OF COLD SPRINGS, SECTION ONE, A SUBDIVISION IN WILLIAMSON COUNTY, TEXAS, ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED IN CABINET EE, SLIDES 155 THROUGH 158 OF THE PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS, THE SOUTH LINE OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, TO A ½" IRON ROD FOUND, FOR THE SOUTHEAST CORNER OF A CALLED 11.939 ACRES, CONVEYED TO CRYSTAL FALLS PARTNERS, LLC, IN THAT INSTRUMENT RECORDED UNDER DOCUMENT NO. 2015090922 OF SAID OFFICIAL PUBLIC RECORDS, THE SOUTHWEST CORNER OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL.

THENCE: N 21º17'50" W, 363.42 FEET ALONG THE EAST LINE OF SAID CRYSTAL FALLS PARTNERS, LLC TRACT, THE WEST LINE OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, TO A ½" IRON ROD W/ ILLEGIBLE ORANGE CAP FOUND, FOR THE SOUTHWEST CORNER OF A CALLED LOT 2, BLOCK A OF ANDERSON COMMERCIAL, A SUBDIVISION IN WILLIAMSON COUNTY, TEXAS ACCORDING TO THE MAP OR PLAT THEREOF, RECORDED UNDER DOCUMENT NO. 2015072232 OF SAID OFFICIAL PUBLIC RECORDS, THE NORTHWEST CORNER OF SAID MOON VALLEY NURSERIES INC. TRACT, AND THIS PARCEL.

THENCE: N 68º41'14" E, 399.28 FEET ALONG THE SOUTH LINE OF SAID LOT 2, BLOCK A, THE NORTH LINE OF SAID MOON VALLEY NURSERIES INC. TRACT, AND THIS PARCEL, TO A ½" IRON ROD FOUND, FOR THE SOUTHEAST CORNER OF SAID LOT 2, BLOCK A, THE SOUTHWEST CORNER OF SAID AR REDDY SPRING CREEK LLC TRACT, AND AN ANGLE POINT IN THE NORTH LINE OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, FROM WHICH A ½" IRON ROD W/ BLUE CAP STAMPED "HOLT CARSON" FOUND, FOR THE NORTHEAST CORNER OF SAID LOT 2, BLOCK A, BEARS N 21º19'10" W, 272.76 FEET.

THENCE: N 68º40'31" E, 657.53 FEET ALONG THE SOUTH LINE OF SAID AR REDDY SPRING CREEK LLC TRACT, THE NORTH LINE OF SAID MOON VALLEY NURSERIES, INC. TRACT, AND THIS PARCEL, TO THE POINT OF BEGINNING, AND CONTAINING A COMPUTED AREA OF 8.80 ACRES MORE OR LESS.

STATE OF TEXAS §
. §
COUNTY OF WILLIAMSON §

KNOW ALL MEN BY THESE PRESENTS

I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY

THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF

AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF

_____, 20___ A.D., AT ____O'CLOCK, ___.M., AND DULY RECORDED THIS THE ____ DAY

OF _____, 20___ A.D., AT ___O'CLOCK, ___.M., IN THE OFFICIAL PUBLIC RECORDS

OF SAID COUNTY IN INSTRUMENT NO. _____.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS THE DATE LAST SHOWN ABOVE WRITTEN.

_____
NANCY RISTER, CLERK COUNTY COURT
OF WILLIAMSON COUNTY, TEXAS

BY_____, DEPUTY

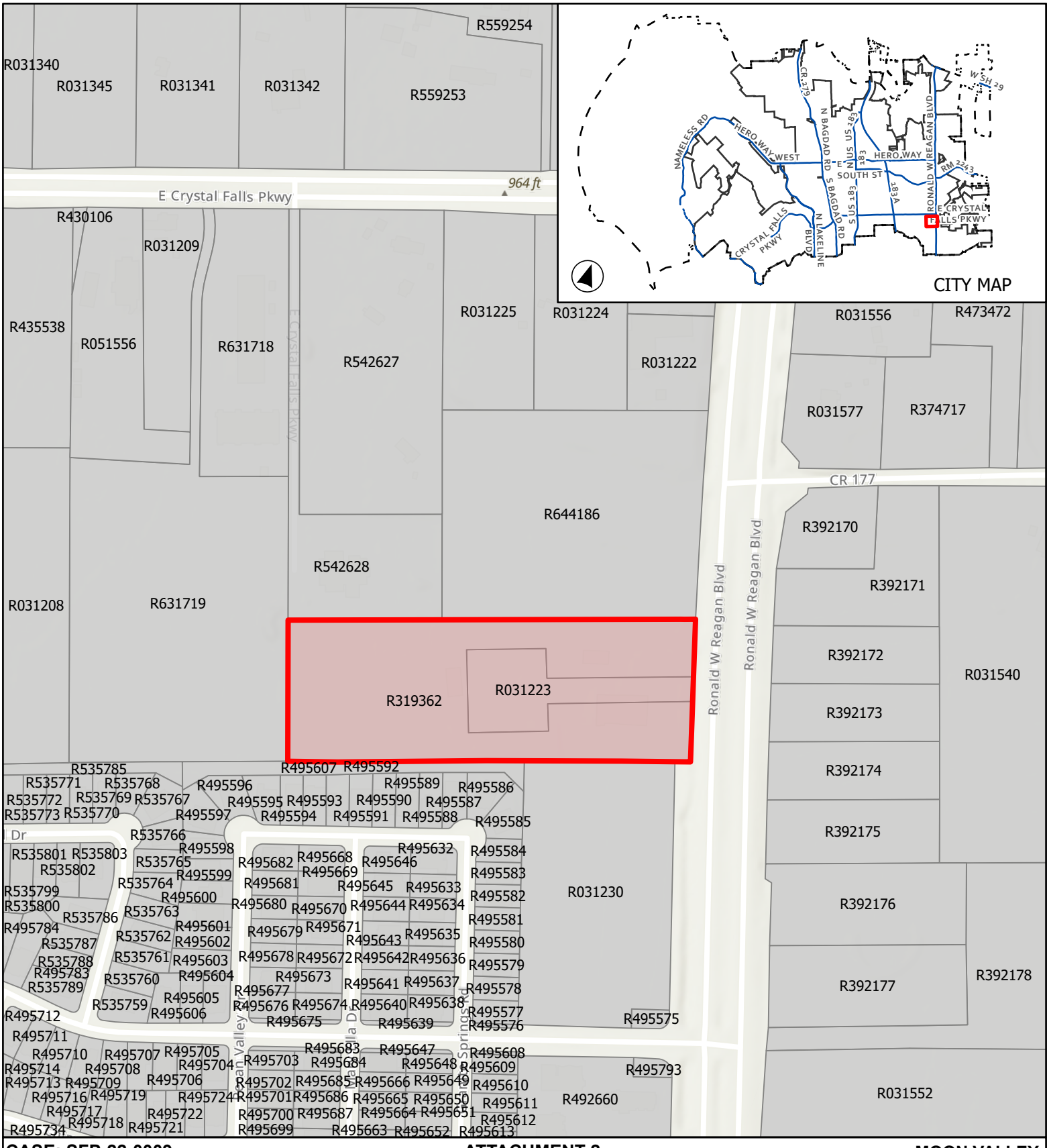
NOTES:

1. THE SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.
3. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
5. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
6. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
7. IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY, LANDSCAPING AND PEDESTRIAN ACCESS EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
8. NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL #48491C0460F FOR WILLIAMSON CO., DATED 12/20/2019.
9. BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE.
10. SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF RONALD REAGAN BLVD AND THE SUBDIVISION SIDE OF RONALD REAGAN BLVD. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
11. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND
12. APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.
13. ALL DRIVE LANES, FIRE LANES, AND DRIVEWAYS WITHIN THIS SUBDIVISION SHALL PROVIDE FOR RECIPROCAL ACCESS FOR INGRESS AND EGRESS TO ALL OTHER LOTS WITHIN THE SUBDIVISION AND TO ADJACENT PROPERTIES.
14. AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TRAFFIC IMPACT ANALYSIS (TIA), UNLESS A TIA FOR THE ENTIRE DEVELOPMENT INDICATES THAT AVERAGE DAILY TRIPS ARE ESTIMATED BELOW 2,000.

NOTES AND SIGNATURES
SHEET 03 OF 03

Henderson Professional Engineers
HPE Civil Engineering
600 ROUND ROCK WEST DRIVE, SUITE 604
ROUND ROCK, TX 78681
512.350.6228
PELS FIRM #F-22208
www.hendersonpe.com
WBE210166 | HUB 1853873845300

Plotted by: Adam, Plot date: 11/09/2023, File name: h:\02 projects\2022\220205 moon valley leander\07 Sheet\FP\220205 FINAL PLAT.dwg



CASE: SFP-22-0009 **ATTACHMENT 2** **MOON VALLEY**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 155 310

Feet

City Limits

ETJ Boundary

Subject Boundary

AGENDA ITEM # 3

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case FP-22-0007 regarding Leander Collective Final Plat on eight (8) parcels of land approximately 11.45 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R036221, R036220, R036219, R036218, R036216, R036215, R619681 and R619682; generally located to the northeast of Horseshoe Drive and South West Drive, Leander, Williamson County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the final plat satisfies the applicable regulations without requesting any variances.

This final plat includes two (2) condo-regime residential lots, with a maximum unit count of 123 units. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:
06/17/2021 – Concept Plan Approved
03/10/2022 – Preliminary Plat Approved

APPLICANT/AGENT:
LJA Engineering, Inc. (Charles R. Hager V, P.E.) on behalf of 603 US 183 Leander Collective LLC (Ryan Larson)

RECOMMENDATION:
Michael Chenausky AICP, Senior Planner

PRESENTER:
N/A

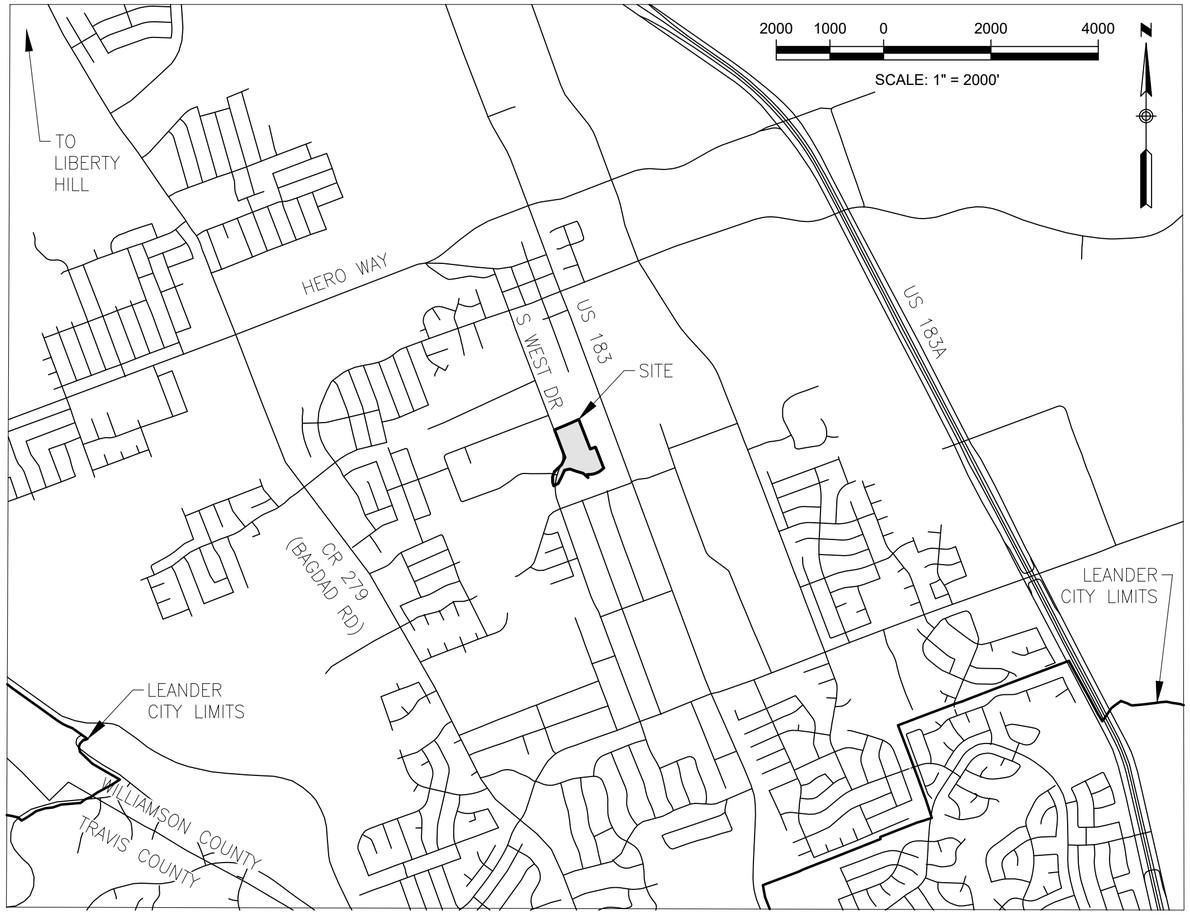
Fiscal Impact

Attachments:

1. FP-22-0007 Att 1 Leander Collective Final Plat
2. FP-22-0007 Att 2 Location Map - Leander Collective

LEANDER COLLECTIVE
FINAL PLAT

VICINITY MAP



OWNER/DEVELOPER: 603 US 163 LEANDER COLLECTIVE LLC
311 WEST 5TH STREET, SUITE 100
AUSTIN, TEXAS 78701
CONTACT PERSON: GARY DILLARD
PHONE: (737) 222-5333

ENGINEER: LJA ENGINEERING, INC.
7500 RIALTO BOULEVARD, BUILDING II, SUITE 100
AUSTIN, TEXAS 78735
CONTACT PERSON: CHARLES HAGER, P.E.
PHONE: (512) 439-4700
FAX: (512) 493-4716

SURVEYOR: LJA SURVEYING, INC.
1100 NORTHEAST LOOP 410, SUITE 850
SAN ANTONIO, TEXAS 78209
T.B.P.L.S. FIRM NO. 10194382
CONTACT PERSON: GORDON N. ANDERSON, R.P.L.S. No. 6617
PHONE: (512) 767-7398

AGENT: LJA ENGINEERING, INC.
7500 RIALTO BOULEVARD, BUILDING II, SUITE 100
AUSTIN, TEXAS 78735
CONTACT PERSON: CHARLES HAGER, P.E.
PHONE: (512) 439-4700
FAX: (512) 493-4716

FILING DATE: 4/5/2022

AREA TABLE:

1. TOTAL ACREAGE: 13.50 ACRES
2. THE TOTAL AREA OF STREETS IN THIS SUBDIVISION IS 0.04 ACRES
3. THE TOTAL LENGTH OF ALL STREETS IN THIS SUBDIVISION IS 483.75 LINEAR FEET

SUBDIVISION ACREAGE SUMMARY:

TOTAL EXISTING SITE AREA	13.50-AC
S. WEST DRIVE R.O.W. PREVIOUSLY DEDICATED BY ESMT	1.36-AC
ADDITIONAL S. WEST DRIVE R.O.W. TO BE DEDICATED	0.04-AC
COLLECTIVE WAY R.O.W. TO BE DEDICATED	0.65-AC
TOTAL NET SITE AREA	11.45-AC
LOT 1, BLOCK A	2.99-AC
LOT 1, BLOCK B	8.45-AC
TOTALS	11.45-AC

BEARING BASIS:
ALL BEARINGS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, GRID NORTH, CENTRAL ZONE (4203), NAD83, ALL DISTANCES WERE ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.00012.

OBSERVATIONS WERE COLLECTED USING A COMBINATION OF RTK AND THE VRS NETWORK.

BENCHMARK LIST:

CP-1
5/8" IRON ROD WITH CAP STAMPED "LJA SURVEY"
GRID NORTHING: 10,179,840.72
GRID EASTING: 3,077,479.31
ELEVATION: 973.24'

CP-3
5/8" IRON ROD WITH CAP STAMPED "LJA SURVEY"
GRID NORTHING: 10,179,650.04
GRID EASTING: 3,077,722.27
ELEVATION: 971.81'

SHEET INDEX:

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	FINAL PLAT
3	FIELD NOTE DESCRIPTION & MAP
4	NOTES & SIGNATURES

PROJECT ADDRESS:
510 S. WEST DRIVE
LEANDER, TEXAS 78641

ENGINEER/SURVEYOR:
LJA Surveying, Inc.
1100 NORTHEAST LOOP 410 Phone 210.503.2700
Suite 850
San Antonio, Texas 78209 T.B.P.L.S. Firm No. 10194382

CITY OF LEANDER PROJECT No. 22-FP-007

THIS PLAT FILED IN 4/5/2022

S:\Sectors\Survey\Projects\LJASD01\x464 Lonestar Development Partners\0402_Leander Collective - Final Plat\06-CAD\Civil 3D\Plots\Leander Collective - Final Plat.dwg
User: bolaylon Plot Date/Time: May 30, 23 - 09:37:40

SHEET INDEX:

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PROJECT ADDRESS:
510 S. WEST DRIVE
LEANDER, TEXAS 78641
ZONING: PUD–TH = SFT–2–A
SITE AREA: 13.50 ACRES

BENCHMARK LIST:

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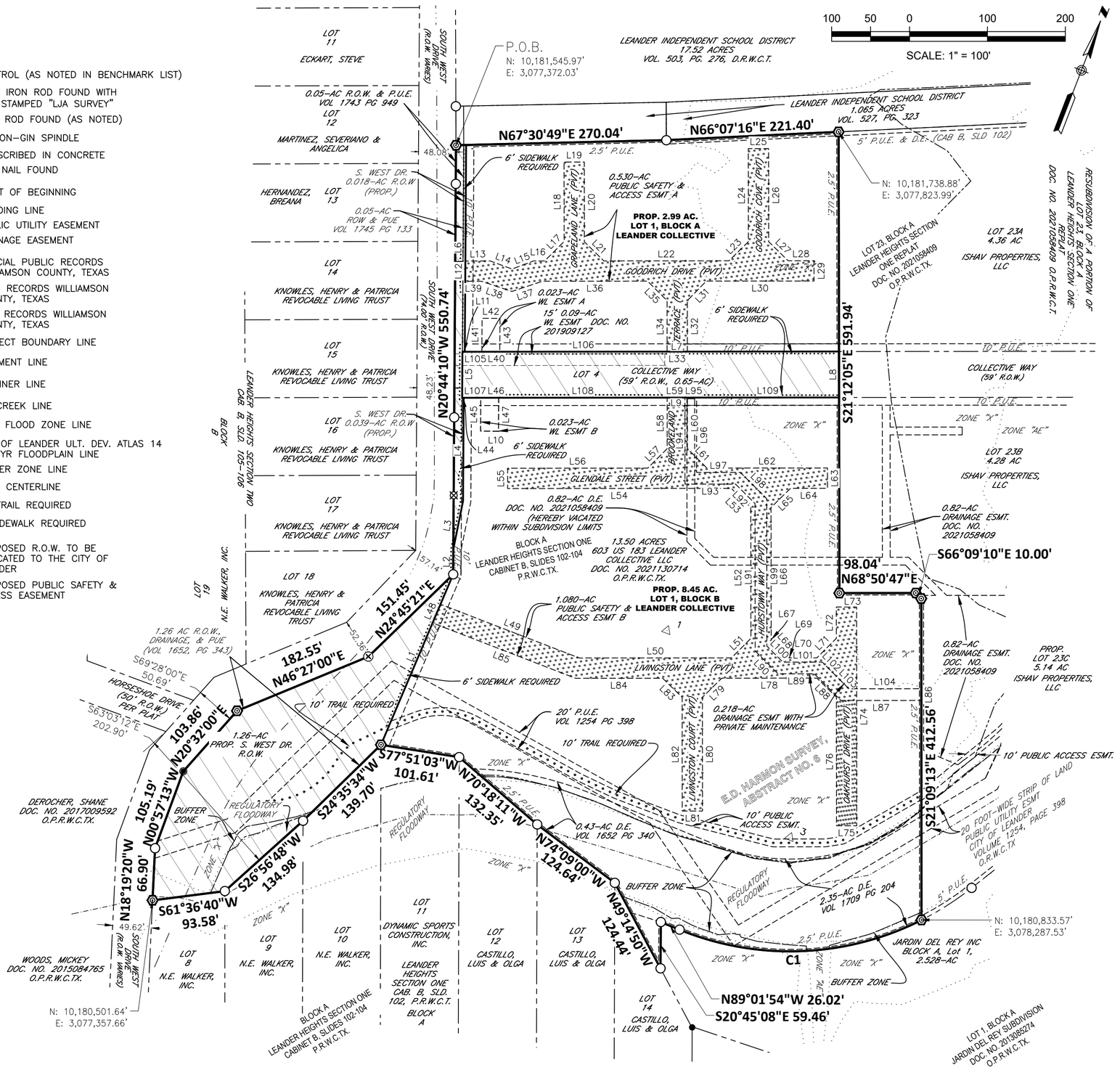
GRID EASTING: 3,077,722.27
ELEVATION: 971.81'

LEANDER COLLECTIVE
FINAL PLAT

LEGEND

△ 1	CONTROL (AS NOTED IN BENCHMARK LIST)
◎	5/8" IRON ROD FOUND WITH CAP STAMPED "LJA SURVEY"
○	IRON ROD FOUND (AS NOTED)
◉	COTTON–GIN SPINDLE
⊠	"X" SCRIBED IN CONCRETE
⊗	MAG NAIL FOUND
P.O.B.	POINT OF BEGINNING
B.L.	BUILDING LINE
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
O.P.R.W.C.TX.	OFFICIAL PUBLIC RECORDS WILLIAMSON COUNTY, TEXAS
D.R.W.C.TX.	DEED RECORDS WILLIAMSON COUNTY, TEXAS
P.R.W.C.TX.	PLAT RECORDS WILLIAMSON COUNTY, TEXAS
———	SUBJECT BOUNDARY LINE
- - - - -	EASEMENT LINE
——— - - ———	ADJOINER LINE
——·——·——	GIS CREEK LINE
·····	FEMA FLOOD ZONE LINE
——·—·—·——	CITY OF LEANDER ULT. DEV. ATLAS 14 100–YR FLOODPLAIN LINE
——— ——— ———	BUFFER ZONE LINE
——·—·—·——	ROAD CENTERLINE
· · · · · · · · · ·	10' TRAIL REQUIRED
·····	6' SIDEWALK REQUIRED
	PROPOSED R.O.W. TO BE DEDICATED TO THE CITY OF LEANDER
	PROPOSED PUBLIC SAFETY & ACCESS EASEMENT



Curve Table					
Curve #	Arc Length	Radius	Delta	Chord Bearing	Chord Distance
C1	320.40'	375.00	48°57'11"	S66° 35' 57"W	310.74'

Line Table		
Line #	Direction	Length
L1	N01° 52' 04"E	237.53'
L2	N20° 44' 10"W	32.56'
L3	N09° 43' 49"W	62.86'
L4	N20° 44' 10"W	132.47'
L5	N20° 44' 10"W	59.00'
L6	N20° 44' 10"W	265.31'
L7	N68° 50' 53"E	483.28'
L8	S21° 11' 18"E	59.00'
L9	S68° 50' 53"W	483.75'
L10	S68° 50' 53"W	2.00'
L11	N68° 50' 53"E	3.00'
L12	S20° 44' 10"E	26.00'
L13	S68° 50' 56"W	32.10'
L14	S89° 18' 31"W	29.59'
L15	S48° 23' 21"W	29.59'
L16	S68° 50' 56"W	14.23'
L17	S23° 50' 54"W	35.36'
L18	S21° 09' 04"E	101.90'
L19	S68° 50' 56"W	26.00'
L20	N21° 09' 04"W	102.40'
L21	N66° 43' 48"W	35.00'
L22	S68° 50' 56"W	160.50'
L23	S24° 25' 39"W	35.00'
L24	S21° 09' 04"E	119.45'
L25	S68° 50' 56"W	26.00'
L26	N21° 09' 04"W	119.45'
L27	N66° 43' 48"W	35.00'
L28	S68° 50' 56"W	33.17'
L29	N21° 09' 04"W	26.00'
L30	N68° 50' 56"E	138.23'
L31	N23° 07' 03"E	34.91'
L32	N21° 09' 04"W	65.50'
L33	N68° 50' 53"E	26.00'
L34	S21° 09' 04"E	65.50'
L35	S66° 09' 04"E	35.36'
L36	N68° 50' 56"E	134.99'
L37	N50° 21' 25"E	41.33'

Line Table		
Line #	Direction	Length
L38	N87° 29' 28"E	41.01'
L39	N68° 50' 56"E	20.98'
L40	S68° 50' 53"W	23.00'
L41	N20° 44' 09"W	42.97'
L42	N69° 15' 51"E	23.00'
L43	S20° 44' 09"E	42.80'
L44	S69° 15' 51"W	23.00'
L45	N20° 44' 09"W	42.83'
L46	N68° 50' 53"E	23.00'
L47	S20° 44' 09"E	43.00'
L48	S01° 52' 04"W	26.01'
L49	N89° 57' 28"W	191.08'
L50	S68° 50' 56"W	195.17'
L51	S23° 50' 56"W	35.36'
L52	S21° 09' 04"E	168.09'
L53	S66° 43' 48"E	35.00'
L54	N68° 50' 56"E	287.06'
L55	S21° 09' 04"E	26.00'
L56	S68° 50' 56"W	179.79'
L57	S23° 50' 54"W	35.36'
L58	S21° 09' 04"E	65.50'
L59	S68° 50' 53"W	26.00'
L60	N21° 09' 04"W	65.50'
L61	N66° 09' 04"W	35.36'
L62	S68° 50' 56"W	154.72'
L63	N21° 09' 04"W	26.00'
L64	N68° 50' 56"E	47.45'
L65	N24° 25' 39"E	35.00'
L66	N21° 09' 04"W	168.09'
L67	N27° 19' 33"W	5.38'
L68	N62° 10' 54"W	24.00'
L69	S78° 59' 34"W	8.81'
L70	S68° 50' 56"W	33.70'
L71	S23° 50' 56"W	35.36'
L72	S21° 09' 04"E	40.21'
L73	S68° 50' 56"W	26.00'
L74	N21° 09' 04"W	280.71'

Line Table		
Line #	Direction	Length
L75	N68° 50' 53"E	26.00'
L76	S21° 09' 04"E	165.00'
L77	S66° 43' 48"E	35.00'
L78	N68° 50' 56"E	122.00'
L79	N24° 25' 39"E	35.00'
L80	N21° 09' 04"W	146.01'
L81	N68° 50' 56"E	26.00'
L82	S21° 09' 04"E	146.01'
L83	S66° 43' 48"E	35.00'
L84	N68° 50' 56"E	111.73'
L85	S89° 57' 28"E	196.77'
L86	N21° 09' 13"W	15.00'
L87	N68° 50' 56"E	103.16'
L88	S66° 09' 04"E	48.40'
L89	N68° 50' 56"E	46.45'
L90	S66° 09' 04"E	41.57'
L91	S21° 09' 04"E	189.12'
L92	S66° 09' 04"E	35.46'
L93	N68° 50' 56"E	64.86'
L94	S21° 09' 04"E	111.00'
L95	S68° 50' 53"W	15.00'
L96	N21° 09' 04"W	96.00'
L97	S68° 50' 56"W	56.08'
L98	N66° 09' 04"W	47.89'
L99	N21° 09' 04"W	189.12'
L100	N66° 09' 04"W	29.14'
L101	S68° 50' 56"W	50.45'
L102	N66° 09' 04"W	29.62'
L103	N66° 09' 04"W	18.77'
L104	S68° 50' 56"W	92.95'
L105	N68° 50' 53"E	21.93'
L106	N68° 50' 53"E	214.75'
L107	N68° 50' 53"E	21.93'
L108	N68° 50' 53"E	216.17'
L109	N68° 50' 15"E	182.80'

A
FINAL PLAT
OF
LEANDER COLLECTIVE
13.50 ACRES
OUT OF THE
E.D. HARMON SURVEY, ABSTRACT NO. 6
IN THE
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

OWNER/DEVELOPER:

603 US 183 LEANDER COLLECTIVE LLC
311 WEST 5TH STREET, SUITE 100
AUSTIN, TEXAS 78701
PHONE (737) 222–5333

ENGINEER/SURVEYOR:
LJA Surveying, Inc.
1100 NORTHEAST LOOP 410 Phone 210.503.2700
Suite 850
San Antonio, Texas 78209 T.B.P.L.S. Firm No. 10194382

CITY OF LEANDER PROJECT No. 22-FP-007

THIS PLAT FILED IN 4/5/2022

S:\Sectors\Survey\Projects\LJA5001\A464 Lonestar Development Partners\0402_Leander Collective – Final Plat\06–CAD\Civil 3D\Plots\Leander Collective – Final Plot.dwg
User: bclayton Plot Date/Time: May 30, 23 – 09:37:40

SUBMITTAL DATE: MARCH ___, 2022

PROJECT ADDRESS:
510 S. WEST DRIVE
LEANDER, TEXAS 78641
ZONING: PUD-TH = SFT-2-A
SITE AREA: 13.50 ACRES

SHEET INDEX:

SHEET NO.	DESCRIPTION
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4	NOTES & SIGNATURES

LEANDER COLLECTIVE
FINAL PLAT

FIELD NOTE DESCRIPTION:

Commencing at a found 3/8-inch iron rod in the east right-of-way of South West Drive (C.R. 274), a variable-width right-of-way, at the southwest corner of a 17.52 acre tract of land described in a deed to the Leander Independent School District and recorded in Volume 503, Page 276, Deed Records of Williamson County, Texas (D.R.W.C.TX), also being at the northwest corner of Lot 1, Block A, Leander Heights Section One, same being the northwest corner of a 1.065 acre tract of land described in a deed to the Leander Independent School District and recorded in Volume 527, Page 323, (D.R.W.C.TX);

THENCE: South 20 Degrees 40 Minutes 05 Seconds East, 50.00 feet with the east right-of-way line of said South West Drive, with the west line of said 1.065 acre tract to a 5/8-inch iron rod with cap stamped "LJA SURVEY" for the southwest corner of said 1.065 acre tract and for the northwest corner and POINT OF BEGINNING of the herein described tract;

1.) THENCE: North 67 Degrees 30 Minutes 49 Seconds East, 270.04 feet leaving the east right-of-way line of South West Drive, into said Lot 1, Block A, Leander Heights Section One, with the south line of said 1.065 acre tract, being the north line of the herein described tract to a 1/2-inch iron rod with cap stamped "ATS" found in the east line of said Lot 1, Block A, Leander Heights Section One and the west line of said Lot 23, Block A, Leander Heights Section One, for an angle point in the north line of the herein described tract;

2.) THENCE: North 66 Degrees 07 Minutes 16 Seconds East, 221.40 feet with the south line of the said 1.065 acre tract to a 5/8-inch iron rod with cap stamped "LJA SURVEY" for the northwest corner of the herein described tract. From said northwest corner a 1/2-inch iron rod with cap stamped "KBGE" found in the west right-of-way line of South U.S. Highway 183, a variable width right-of-way, at the southeast corner of said 1.065 acre tract bears 66 Degrees 07 Minutes 44 Seconds East, 436.21 feet;

3.) THENCE: Leaving the south line of the said 1.065 acre tract, crossing said Lot 23, Block A, Leander Heights Section One, with the east lines of the herein tract described, the following four (4) courses and distances:

   a. South 21 Degrees 12 Minutes 05 Seconds East, 591.94 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set for angle point,

   b. North 68 Degrees 50 Minutes 47 Seconds East, 98.04 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set for angle point,

   c. South 66 Degrees 09 Minutes 10 Seconds East, 10.00 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set for angle point and,

   d. South 21 Degrees 09 Minutes 13 Seconds East, 412.56 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set in the north line of Lot 1, Block A, Jardin Del Rey Subdivision, a subdivision according to the plat or record in Document No. 2013085274, (O.P.R.W.C.TX), also being the southeast corner of the herein described tract;

4.) THENCE: with the north line of said Lot 1, Block A, Jardin Del Rey Subdivision and the south line of the herein described tract, the following two (2) courses and distances;

   a. With the arc of a curve to the right, having a radius of 375.00 feet, an arc distance of 320.40 feet, and a chord which bears South 66 Degrees 35 Minutes 57 Seconds West, 310.74 feet to a 1/2-inch iron rod with cap stamped "ATS" found at the point-of-tangency, and

   b. North 89 Degrees 01 Minutes 54 Seconds West, 26.02 feet to a 1/2-inch iron rod with an illegible plastic cap found in the west line of said Lot 23, Block A, Leander Heights Section One and the east line of Lot 7, Block A, Leander Heights Section One, at the northwest corner of said Lot 1, Block A, Jardin Del Rey Subdivision,

5.) THENCE: South 20 Degrees 45 Minutes 08 Seconds East, 59.46 feet with the east line of said Lot 23, Block A, Leander Heights Section One to a 1/2-inch iron rod with cap stamped "KBGE" found in the north line of Lot 14, Block A, of said Leander Heights Section One, for a south corner of the herein described tract;

6.) THENCE: with the north line of Lots 14, 13, 12, 11, 10, 9, and 8, Block A, said Leander Heights Section One, with the south line of said Lot 7, Block A, Leander Heights Section One, with the south line of the herein described tract, the following seven (7) courses and distances:

   a. North 49 Degrees 14 Minutes 50 Seconds West, 124.44 feet to a 1/2-inch iron rod found at the northwest corner of said Lot 14 and the northeast corner of said Lot 13, Block A, Leander Heights Section One,

   b. North 74 Degrees 09 Minutes 00 Seconds West, 124.64 feet to a 1/2-inch iron rod found at the northwest corner of said Lot 13 and the northeast corner of said Lot 12, Block A, Leander Heights Section One,

   c. North 70 Degrees 18 Minutes 11 Seconds West, 132.35 feet a 1/2-inch iron rod with cap stamped "KBGE" found at the northwest corner of said Lot 12 and the northeast corner of said Lot 11, Block A, Leander Heights Section One,

   d. South 77 Degrees 51 Minutes 03 Seconds West, 101.61 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set for the northwest corner of said Lot 11 and an eastern corner of a 1.26 acre right-of-way, drainage, and public utility easement recorded in Volume 1652, Page 343 (O.P.W.C.TX);

7.) THENCE: continuing along the southeast, southwest, and northwest line of said 1.26 acre easement, the following eight (8) courses and distances

   a. South 24 Degrees 35 Minutes 34 Seconds West, 139.70 feet to a 1/2-inch iron rod with cap stamped "KBGE" found for an angle point,

   b. South 26 Degrees 56 Minutes 48 Seconds West, 134.98 feet to a 1/2-inch iron rod with cap stamped "KBGE" found for an angle point,

   c. South 61 Degrees 36 Minutes 40 Seconds West, 93.58 feet over and across the pavement of South West Drive to a 5/8-inch iron rod with cap stamped "LJA SURVEY" set for the southwest corner of said 1.26 acre easement, also being the southwest corner of the herein described tract,

   d. North 18 Degrees 19 Minutes 20 Seconds West, 66.90 feet to a 1/2-inch iron rod with cap stamped "KBGE" found for angle point,

   e. North 00 Degrees 57 Minutes 13 Seconds West, 105.19 feet to a cotton-gin spindle found for angle point,

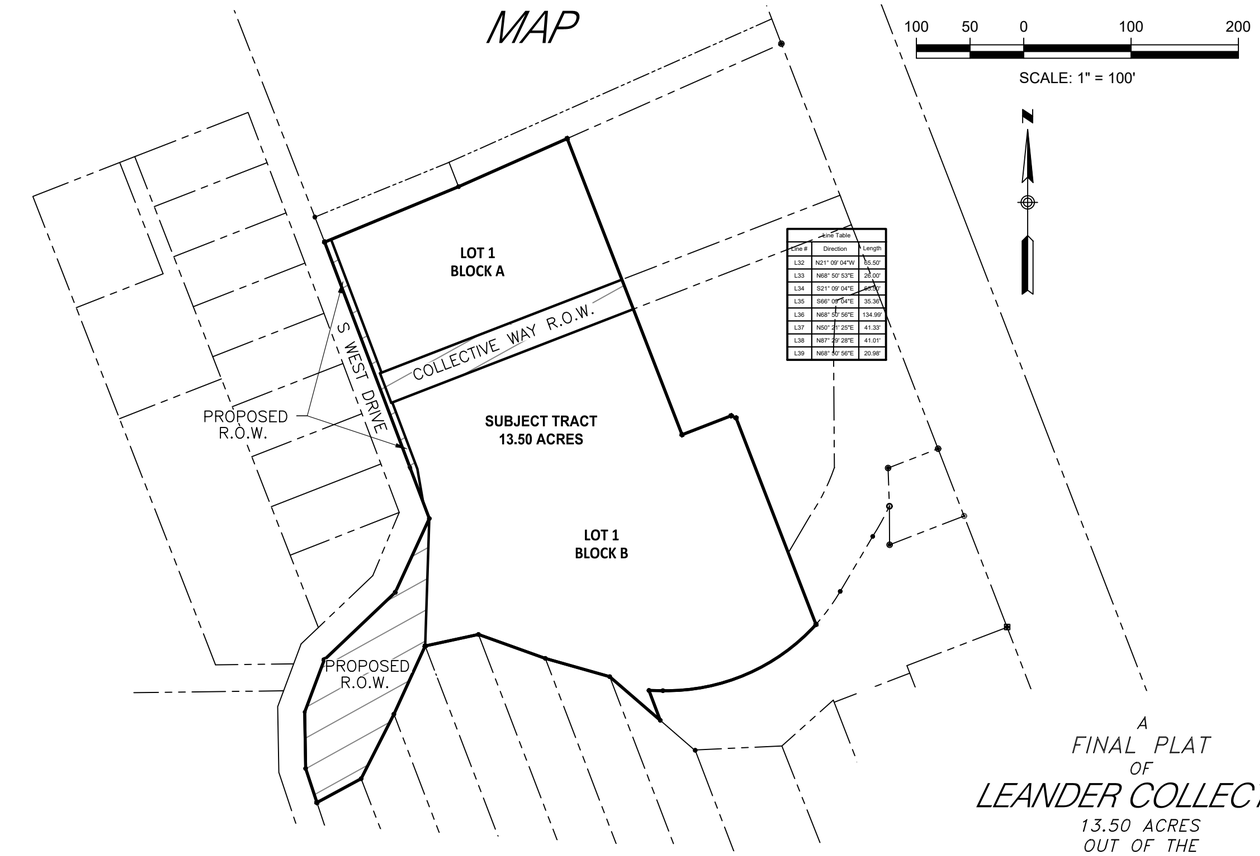
   f. North 20 Degrees 32 Minutes 00 Seconds East, 103.86 feet to a 5/8-inch iron rod with cap stamped "LJA SURVEY", from which a 1/2-inch iron rod found bears South 49 Degrees 59 Minutes 08 Seconds East, 25.66 feet,

   g. North 46 Degrees 27 Minutes 00 Seconds East, 182.55 feet to a mag-nail found in pavement on South West Drive for angle point,

   h. North 24 Degrees 45 Minutes 21 Seconds East, 151.45 feet to a 1/2-inch iron rod with an illegible cap for the northwest corner of Lot 7, and southwest corner of Lot 6 Block A, of said Leander Heights Section One, same being the north corner of said 1.26 acre easement, from said corner a 3/8-inch iron rod found bears North 76 Degrees 53 Minutes 28 Seconds East, 4.99 feet,

8.) THENCE: North 20 Degrees 44 Minutes 10 Seconds West, passing at a distance of 101.44 feet an "X" scribed in concrete, continuing and passing at a distance of 99.97 feet a 3/8-inch iron rod found, continuing and passing at a distance of 299.89 feet a 1/2-inch found, continuing 49.44 feet for a total distance 550.74 feet to the POINT OF BEGINNING, containing 13.50 acres, more or less.

OVERVIEW MAP



SUBJECT BOUNDARY LINE

ADJOINER LINE

PROPOSED R.O.W. TO BE DEDICATED TO THE CITY OF LEANDER

A
FINAL PLAT
OF
LEANDER COLLECTIVE
13.50 ACRES
OUT OF THE
E.D. HARMON SURVEY, ABSTRACT NO. 6
IN THE
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

OWNER/DEVELOPER:

603 US 183 LEANDER COLLECTIVE LLC
311 WEST 5TH STREET, SUITE 100
AUSTIN, TEXAS 78701
PHONE (737) 222-5333

ENGINEER/SURVEYOR:
LJA Surveying, Inc.
1100 NORTHEAST LOOP 410 Phone 210.503.2700
Suite 850
San Antonio, Texas 78209 T.B.P.L.S. Firm No. 10194382

CITY OF LEANDER PROJECT No. 22-FP-007

THIS PLAT FILED IN 4/5/2022

S:\Sectors\Survey\Projects\LJASD01\4464 Lonestar Development Partners\0402_Leander Collective - Final Plat\06-CAD\Civil 3D\Plats\Leander Collective - Final Plat.dwg
User: bolayton Plot Date/Time: May 30, 23 - 09:37:43

SUBMITTAL DATE: MARCH __, 2022

PROJECT ADDRESS:
510 S. WEST DRIVE
LEANDER, TEXAS 78641
ZONING: PUD–TH = SFT–2–A
SITE AREA: 13.50 ACRES

SHEET INDEX:

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	FINAL PLAT
3	FIELD NOTE DESCRIPTION & MAP
4	NOTES & SIGNATURES

LEANDER COLLECTIVE
FINAL PLAT

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

THAT, 603 US 183 LEANDER COLLECTIVE LLC, BEING THE OWNER OF A 13.50 ACRES TRACT OF LAND, MORE OR LESS, SITUATED IN THE E.D. HARMON SURVEY, ABSTRACT NO. 6, WILLIAMSON COUNTY, TEXAS, DESCRIBED AND RECORDED IN DOCUMENT NUMBER 2021130714, OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.), BEING ALL OF LOTS 2–7 AND PORTION OF LOT 1, BLOCK A, LEANDER HEIGHTS SECTION ONE, A SUBDIVISION ACCORDING TO THE PLAT OR MAP OF RECORD IN CABINET B, SLIDES 102–104, PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS, AND BEING A PORTION OF LOT 23, BLOCK A, DESCRIBED IN A RE–SUBDIVISION PLAT OF A PORTION OF LOT 23, BLOCK A, LEANDER HEIGHTS SECTION ONE REPLAT, RECORDED IN INSTRUMENT NO. 2021058409, (O.P.R.W.C.TX.) DOES HEREBY CERTIFY THAT THERE ARE NO LIEN HOLDERS AND DEDICATES TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL ROW, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS:

"LEANDER COLLECTIVE"

_____ _____
603 US 183 LEANDER COLLECTIVE LLC
GARY DILLARD
311 WEST 5TH STREET, SUITE 100
AUSTIN, TEXAS 78701

THE STATE OF TEXAS §
COUNTY OF WILLIAMSON §

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE DAY OF__, 20__, PERSONALLY APPEARED, GARY DILLARD, AS CONTACT OF 603 US 183 LEANDER COLLECTIVE LLC, A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE __ DAY OF _____ 20__.

NOTARY PUBLIC–STATE OF _____

PRINTED NAME: _____
MY COMMISSION EXPIRES: _____

CITY OF LEANDER §
CERTIFICATE OF APPROVAL §

APPROVED THIS THE DAY OF __, 20__ A.D. AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF COUNTY.

_____ _____
JOHN COSGROVE, CHAIRMAN DATE:
PLANNING & ZONING COMMISION
CITY OF LEANDER, TEXAS

_____ _____ _____
ATTEST: DATE:
ELLEN COUFAL, RECORDING SECRETARY
PLANNING AND ZONING COMMISION
CITY OF LEANDER, TEXAS

STATE OF TEXAS §
COUNTY OF BEXAR §

THAT I, GORDON N. ANDERSON, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON–THE–GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCE AND CODES, AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON THE TITLE POLICY PROVIDED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, GF NO. 27C16443, HAVING AN EFFECTIVE DATE OF APRIL 14, 2021, AND AN ISSUED DATE APRIL 27, 2021 HAVE BEEN SHOWN OR NOTED HERON.

STATE OF TEXAS REGISTERED GORDON N. ANDERSON 6617 PROFESSIONAL LAND SURVEYOR

_____
GORDON N. ANDERSON, R.P.L.S. No. 6617 DATE
LJA SURVEYING, INC.,
1100 NORTHEAST LOOP 410, SUITE 850
SAN ANTONIO, TEXAS 78209
T.B.P.L.S. FIRM NO. 10194382

STATE OF TEXAS §
COUNTY OF TRAVIS §

THAT I, CHARLES R. HAGER, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.

STATE OF TEXAS CHARLES R. HAGER V 127034 LICENSED PROFESSIONAL ENGINEER

_____
CHARLES R. HAGER V, P.E. No. 127034 DATE
LJA ENGINEERING, INC.
7500 RIALTO BOULEVARD, BUILDING II, SUITE 100
AUSTIN, TEXAS 78735

FINAL PLAT NOTES:

1) THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
2) NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER FACILITIES.
3) A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
4) NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
5) PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
6) ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
7) IN ADDITION TO THE EASEMENTS SHOWN HEREIN, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT SHALL BE DEDICATED ALONG AND ADJACENT TO ALL RIGHT–OF–WAY AND TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
8) BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER, UNLESS OTHERWISE NOTED IN PUD 21–CP–022.
9) SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF COLLECTIVE WAY, AND THE SUBDIVISION SIDE OF S. WEST DRIVE. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
10) ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.
11) THIS PLAT CONFORMS TO THE PRELIMINARY PLAT APPROVED BY THE PLANNING & ZONING COMMISION ON 3/10/2022.
12) APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.
13) AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TRAFFIC IMPACT ANALYSIS (TIA), UNLESS A TIA FOR THE ENTIRE DEVELOPMENT INDICATES THAT AVERAGE DAILY TRIPS ARE ESTIMATED BELOW 2000.
14) AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF WIDENING THE EASTERN HALF OF S. WEST DRIVE ALONG THE SUBDIVISION FRONTAGE TO MEET FUTURE TRANSPORTATION MAP REQUIREMENTS.
15) SAID DESCRIBED PROPERTY HAS A PORTION OF AREA LOCATED WITHIN A ZONE DESIGNATION "ZONE X", "ZONE AE", AND ALSO HAS A PORTION LOCATED WITHIN THE REGULATORY FLOODWAY, AS RECORDED ON FLOOD INSURANCE RATE MAP NO. 48491C0455F, WITH AN EFFECTIVE DATE OF DECEMBER 20, 2019.
16) THE HOA WILL OWN AND MAINTAIN THE FOLLOWING LOTS: LOT 1, BLOCK A & LOT 1, BLOCK B
17) THE HOA BYLAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS UNDER DOCUMENT NUMBER _____ (O.P.R.W.C.T.).
18) THE HOMEOWNERS ASSOCIATION IS REQUIRED TO MOW AND MAINTAIN LANDSCAPING IMPROVEMENTS WITHIN LOT BOUNDARIES.
19) THE CITY ACCEPTS AND MAINTAINS DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS. (WHICH SHOULD BE CONTAINED IN A DRAINAGE EASEMENT).
20) ALL FUTURE PRIVATE IMPROVEMENTS INSTALLED WITHIN THE LIMITS OF THIS SUBDIVISION ARE REQUIRED TO BE MAINTAINED BY AN HOA AND/OR THEIR ASSIGNS. A HOA FOR THIS SUBDIVISION IS ESTABLISHED BY DOCUMENT NO. _____ (O.P.R.W.C.T.). IF GATES ARE PROVIDED, THE HOA SHALL MAINTAIN AT ALL TIMES WITH THE CITY SECRETARY THE CURRENT GATE CODE OR KEY FOR ALL GATES REGULATING ACCESS TO AND FROM THE SUBDIVISION.
21) THE PORTION OF THE DRAINAGE EASEMENT RECORDED BY LEANDER HEIGHTS SECTION ONE REPLAT (DOCUMENT NO. 2021058409 OPRWCT) LOCATED WITHIN THE LIMITS OF THE LEANDER COLLECTIVE FINAL PLAT IS HEREBY VACATED AND REPLACED WITH THE 0.218–ACRE DRAINAGE EASEMENT WITH PRIVATE MAINTENANCE SHOWN ON LOT 1, BLOCK B.
22) THE PUBLIC UTILITY EASEMENTS REFERENCED IN NOTE 7 HEREBY VACATE AND REPLACE THE PORTION OF THE 5' PUBLIC UTILITY AND DRAINAGE EASEMENT RECORDED BY LEANDER HEIGHTS SECTION ONE SUBDIVISION (CABINET B SLIDE 102 OPRWCT) LOCATED WITHIN THE LIMITS OF THE LEANDER COLLECTIVE FINAL PLAT.
23) A 0.53–ACRE AND 1.08–ACRE PERPETUAL PUBLIC SAFETY AND PUBLIC SERVICE EASEMENT IS HEREBY DEDICATED FOR THE PURPOSE OF PROVIDING PUBLIC SAFETY SERVICES, POLICE, FIRE AND MEDICAL SERVICES, UTILITY METER READING, CODE ENFORCEMENT, BUILDING INSPECTIONS, SOLID WASTE COLLECTION, PUBLIC SCHOOL TRANSPORTATION, ANY OTHER PUBLIC SERVICES AND ENFORCING THE CITY ORDINANCES; AND GIVING THE CITY AND ITS AUTHORIZED OFFICERS AND DESIGNEES UNINHIBITED INGRESS AND EGRESS OVER, ACROSS AND THROUGH SUCH STREETS, ROADWAYS, AND RIGHTS–OF–WAY FOR THE PURPOSE OF PROVIDING PUBLIC SAFETY SERVICES, POLICE, FIRE AND MEDICAL SERVICES, AND ENFORCING THE PENAL CODE AND CITY ORDINANCES. THE HOA SHALL MAINTAIN AT ALL TIMES WITH THE CITY SECRETARY THE CURRENT GATE CODE OR KEY FOR ALL GATES REGULATING ACCESS TO AND FROM THE SUBDIVISION.

BEARING BASIS:

ALL BEARINGS BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, GRID NORTH, CENTRAL ZONE (4203), NAD83, ALL DISTANCES WERE ADJUSTED TO SURFACE USING A COMBINED SCALE FACTOR OF 1.00012.

OBSERVATIONS WERE COLLECTED USING A COMBINATION OF RTK AND THE VRS NETWORK.

LEGAL DESCRIPTION:

BEING A 13.50 ACRE TRACT OF LAND, MORE OR LESS, SITUATED IN THE E.D. HARMON SURVEY, ABSTRACT NO. 6, WILLIAMSON COUNTY, TEXAS; BEING ALL OF LOTS 2–7, BLOCK A, LEANDER HEIGHTS SECTION ONE, A SUBDIVISION ACCORDING TO THE PLAT OR MAP OF RECORD IN CABINET B, SLIDES 102–104, PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS, AND BEING A PORTION OF LOT 1 AND LOT 23, BLOCK A, OF SAID LEANDER HEIGHTS SECTION ONE.

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

I, NANCY E. RISTER, CLERK OF COUNTY COURT, OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE _____ DAY OF _____, _____, A.D., AND DULY RECORDED ON THE _____ DAY OF _____, _____, A.D., AT _____ O'CLOCK ____., IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS IN INSTRUMENT NUMBER _____.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY OF OFFICE IN LEANDER, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

_____
NANCY E. RISTER, COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

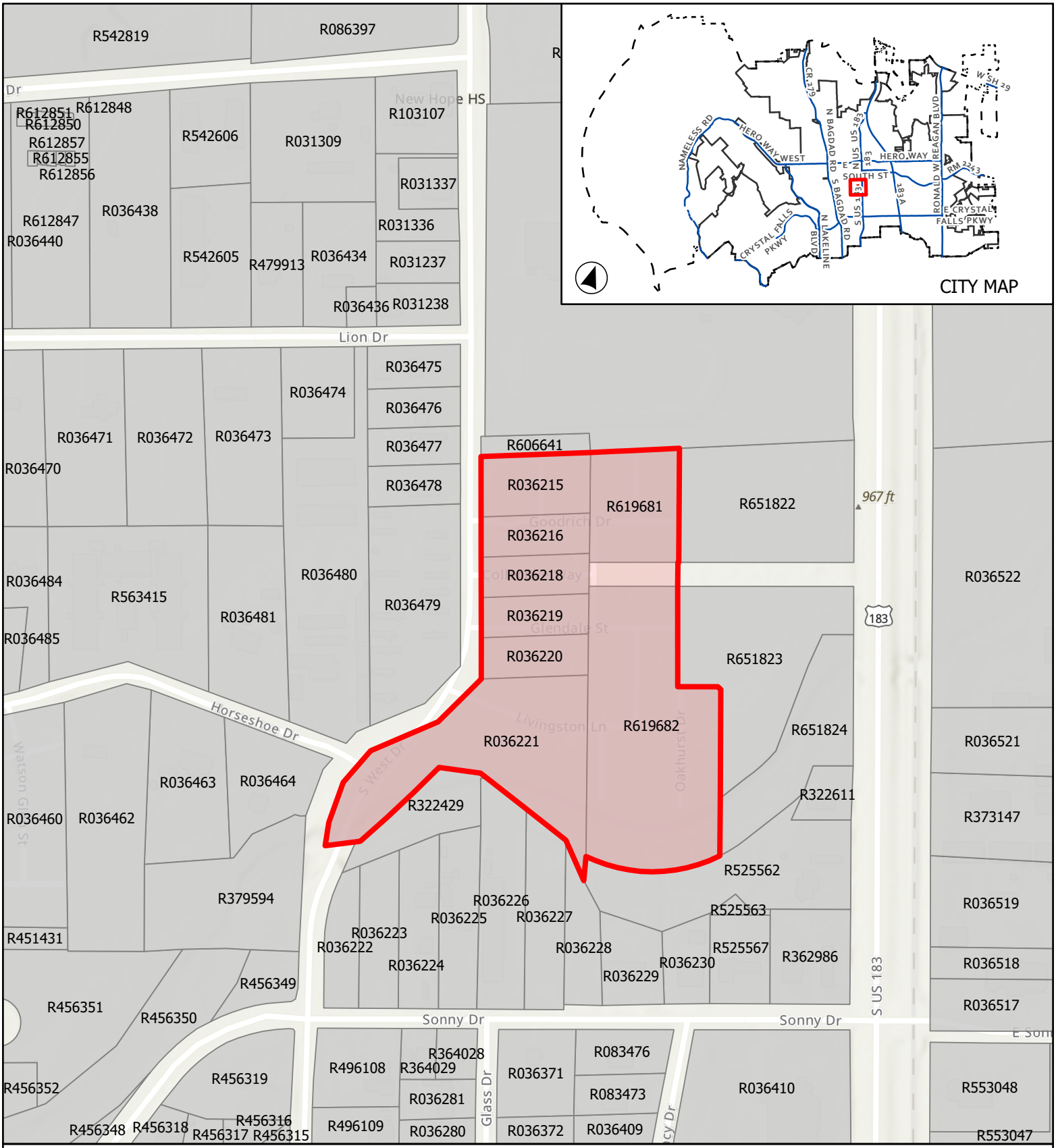
BY: _____, DEPUTY

ENGINEER/SURVEYOR:
LJA Surveying, Inc.
1100 NORTHEAST LOOP 410 Phone 210.503.2700
Suite 850
San Antonio, Texas 78209 T.B.P.L.S. Firm No. 10194382

CITY OF LEANDER PROJECT No. 22-FP-007

THIS PLAT FILED IN 4/5/2022

S:\Sectors\Survey\Projects\LJASD01\4464 Lonestar Development Partners\0402_Leander Collective – Final Plat\06–CAD\Civil 3D\Plots\Leander Collective – Final Plat.dwg
User: bolayton Plot Date/Time: May 30, 23 – 09:37:43



CASE: FP-22-0007 **ATTACHMENT 2** **LEANDER COLLECTIVE**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 150 300

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case FP-22-0018 regarding Garlock Subdivision Final Plat on one (1) parcel of land approximately 44.628 acres ± in size, more particularly described by Williamson Central Appraisal District R649817; generally located to the south of Gabriel's Horn Road and west of Donetto Drive, Leander, Williamson County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the final plat satisfies the applicable regulations without requesting any variances.

This final plat includes one-hundred (100) single family lots, four (4) drainage and landscape lots. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:

APPLICANT/AGENT:
Carlson, Brigance, & Doering, Inc (Geoff Guerrero) on behalf of Mary Garlock Living Trust U/D/A 9/16/2015

RECOMMENDATION:
Merrily Van Leuven, Assistant Planner

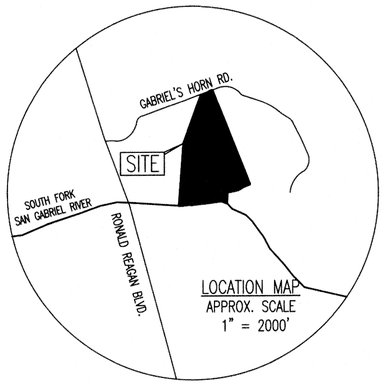
PRESENTER:
Amount requested:
Approved in current budget (Yes / No):
Expenditure (New / Amended):
Recurring or one-time:
Fund source (Operating / Utility / etc.):

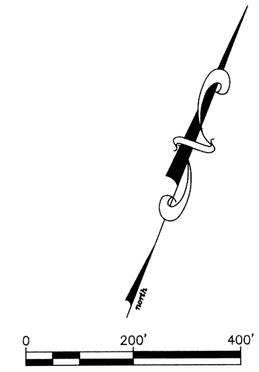
Fiscal Impact

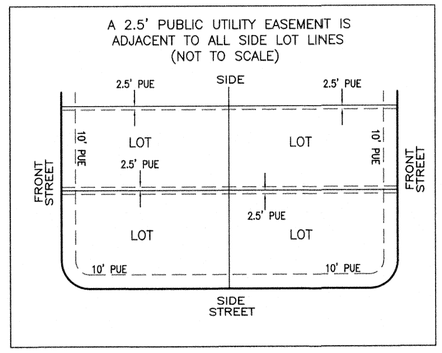
Attachments:

1. FP-22-0018 Att 1 Garlock Final Plat
2. FP-22-0018 Att 2 Garlock Final Plat - Location Map

GARLOCK SUBDIVISION
FINAL PLAT







FILING DATE: OCTOBER 18, 2022

OWNER/DEVELOPER:
KB HOME LONE STAR, INC
10800 PECAN PARK BLVD., STE 200
AUSTIN, TEXAS 78750
(512) 651-8100 PHONE

ENGINEER AND SURVEYOR:
CARLSON, BRIGANCE & DOERING, INC.
5501 WEST WILLIAM CANNON DRIVE
AUSTIN, TEXAS 78749
PHONE: (512) 280-5160

TOTAL ACREAGE: 44.628 ACRES

SURVEY: GREENLEAF FISK SURVEY, ABSTRACT NO. 5

F.E.M.A. MAP NO. 48491C0460F AND 48491C0455F
WILLIAMSON COUNTY, TEXAS AND INCORPORATED AREAS.
DATED: DECEMBER 20, 2019

TOTAL OF LOTS : 104	
NO. OF SINGLE FAMILY LOTS:	100
NO. OF DRAINAGE\WATER QUALITY\ DETENTION POND & LANDSCAPE EASEMENT LOTS:	1
NO. OF LANDSCAPE\SIDEWALK & GREENSPACE EASEMENT LOTS:	1
NO. OF DRAINAGE\WATER QUALITY\ DETENTION POND\LANDSCAPE\SIDEWALK EASEMENT & PUBLIC PARK LOTS:	1
NO. OF LANDSCAPE & SIDEWALK EASEMENT LOTS:	1

MAP DATE: JUNE 22, 2023

LOT TYPE AREAS:	
NO. OF SINGLE FAMILY LOTS:	16.623 ACRES
NO. OF HOA\DRAINAGE\WATER QUALITY\ DETENTION POND & LANDSCAPE LOTS:	6.660 ACRES
NO. OF HOA\LANDSCAPE\SIDEWALK EASEMENT & GREENSPACE LOTS:	0.758 ACRES
NO. OF HOA\DRAINAGE\WATER QUALITY\ DETENTION POND\LANDSCAPE\SIDEWALK EASEMENT & PARK LOTS:	14.988 ACRES
NO. OF HOA\LANDSCAPE & SIDEWALK EASEMENT LOTS:	0.053 ACRES
R.O.W. AREA:	5.546 ACRES

BENCHMARKS:

BM# 1 – COTTON SPINDLE SET IN ASPHALT AT THE INTERSECTION OF LIMOUSIN DRIVE AND GABRIELS HORN ROAD IN BLUFFVIEW PHASE 1.

N:10196905.75
E:3090542.79
ELEV.:868.13' (NAVD '88)

BM# 2 – COTTON SPINDLE SET IN ASPHALT AT THE INTERSECTION OF JAULAN STREET AND GABRIELS HORN ROAD IN BLUFFVIEW PHASE 1.

N:10197095.37
E:3090306.96
ELEV.:873.63' (NAVD '88)

BEARING BASIS: TEXAS COORDINATE SYSTEM, CENTRAL ZONE (4203), NAD83

VERTICAL DATUM: NAVD 88' (GEIOD 12B)

LINEAR FOOTAGE OF STREETS

STREET NAME	LINEAR FOOTAGE
GARLOCK DRIVE	1,996
CARIZZO TERRACE	507'
CATTLE POND ROAD	314'
GARLOCK SLOPE DRIVE	439'
MONGOLIAN DRIVE	150'
RIVER PLATEAU DRIVE	796'
SOUTHERN RANGE DRIVE	300'
TOTAL	4,502'

SHEET INDEX:

1. COVER SHEET, LOCATION MAP
2. NORTH PORTION OF PLAT
3. SOUTH PORTION OF PLAT
4. LINE & CURVE TABLES
5. FIELD NOTES
5. PLAT NOTES AND SIGNATURE BLOCKS

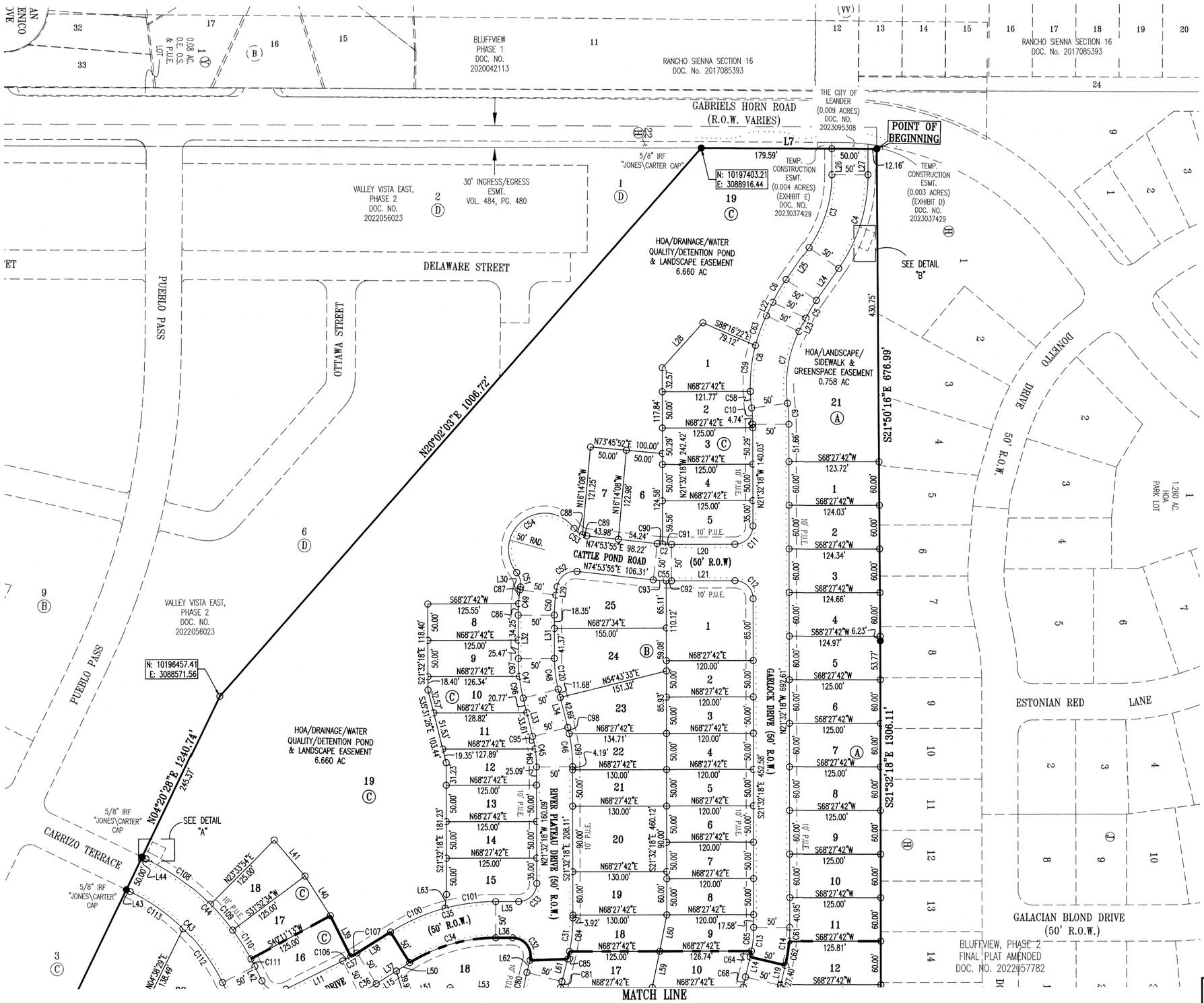
21-FP-007

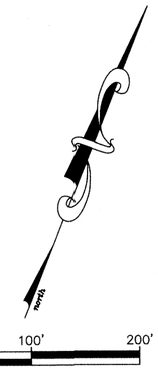
SHEET NO. 1 OF 6

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791 ◆ REG. # 10024900
Civil Engineering ◆ Surveying
5501 West William Cannon ◆ Austin, Texas 78749
Phone No. (512) 280-5160 ◆ Fax No. (512) 280-5165

PATH-J: \AC3D\5306\SURVEY\PLAT – GARLOCK SUBDIVISION

GARLOCK SUBDIVISION
FINAL PLAT





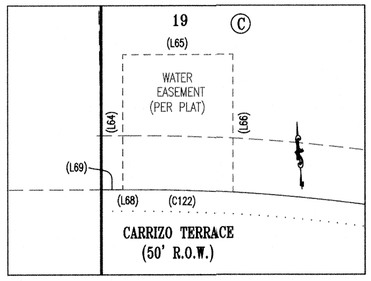
0 100' 200'

SCALE: 1" = 100'

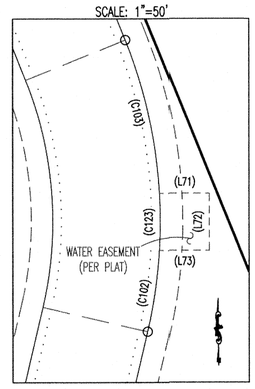
LEGEND

●	CAPPED 1/2" IRON ROD FOUND STAMPED "CBD SETSTONE" (UNLESS NOTED)
○	CAPPED 1/2" IRON ROD SET STAMPED "CBD SETSTONE"
△	CALCULATED POINT
.....	4' SIDEWALK (MIN. 5' ALONG GABRIELS HORN ROAD)
— — —	MATCHLINE
P.U.E.	PUBLIC UTILITY EASEMENT
W.W.E.	WASTEWATER EASEMENT
L.S.E.	LANDSCAPE EASEMENT
S.W.E.	SIDEWALK EASEMENT
W.E.	WATER EASEMENT
D.E.	DRAINAGE EASEMENT

DETAIL "A"
SCALE: 1"=20'



DETAIL "B"
SCALE: 1"=50'



SHEET NO. 2 OF 6

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791 ◆ REG. # 10024900
Civil Engineering ◆ Surveying
5501 West William Cannon ◆ Austin, Texas 78749
Phone No. (512) 280-5160 ◆ Fax No. (512) 280-5165

21-FP-007

PATH-J: \AC3D\5306\SURVEY\PLAT - GARLOCK SUBDIVISION

GARLOCK SUBDIVISION
FINAL PLAT

MATCH LINE SHEET 2

GARLOCK SLOPE DRIVE

CARRIZO TERRACE (50' R.O.W.)

SOUTHERN RANGE DRIVE (50' R.O.W.)

GARLOCK DRIVE (60' R.O.W.)

MONGOLIAN DRIVE (50' R.O.W.)

DONETTO DRIVE (50' R.O.W.)

GALACIAN BLOND DRIVE (50' R.O.W.)

KARAN SWISS DRIVE (50' R.O.W.)

RETINTA STREET (50' R.O.W.)

BLUFFVIEW, PHASE 2 FINAL PLAT AMENDED DOC. NO. 2022057782

BLUFFVIEW PHASE 1 DOC. NO. 2020042113

VALLEY VISTA EAST, PHASE 2 DOC. NO. 2022056023

PUEBLO PASS

N04°20'28"E 1240.74'

853.99'

3/4" IRF

N: 10195220.23
E: 3088477.65

91.45'

L6 L5 L4

SOUTH FORK SAN GABRIEL RIVER

S82°35'34"W 592.15'

S78°20'20"W 223.21'

S01°49'50"W 215.90'

L3

N54°56'04"E 2129'

SOUTHWEST CORNER GREENLEAF FISK SURVEY, ABSTRACT NO. 5

S21°32'18"E 1306.11'

SEE DETAIL "C"

N: 10195647.14
E: 3089873.22

ATLAS 14 100-YEAR FLOODPLAIN

100-YEAR FLOODPLAIN

TRAIL

DESIGNATED FEMA 100-YEAR FLOODPLAIN

DESIGNATED FEMA REGULATORY FLOODWAY

100-YEAR FLOODPLAIN

33 (D) HOA/DRAINAGE/WATER QUALITY/ DETENTION POND/ LANDSCAPE/SIDEWALK EASEMENT & PUBLIC PARK 14.709 ACRES

HOA/LANDSCAPE & SIDEWALK EASEMENT 0.053 AC

MARY GARLOCK LIVING TRUST (26.13 ACRES) (TRACT 1) DOC. NO. 2016009803 DESCRIBED IN VOL. 604, PG. 680

MARY GARLOCK LIVING TRUST (1.0 ACRES) (TRACT II) DOC. NO. 2016009803 DESCRIBED IN VOL. 604, PG. 680

MARY GARLOCK LIVING TRUST (54.23 ACRES) DOC. NO. 2016009803 DESCRIBED IN VOL. 636, PG. 293

PROMENADE ON SAN GABRIEL LLC (92.694 AC.) DOC. NO. 2021120051

DETAIL "C"
SCALE: 1"=20'

WATER EASEMENT (PER PLAT)

MONGOLIAN DRIVE (50' R.O.W.)

0 100' 200'

SCALE: 1" = 100'

LEGEND

- ● CAPPED 1/2" IRON ROD FOUND STAMPED "CBD SETSTONE" (UNLESS NOTED)
- ○ CAPPED 1/2" IRON ROD SET STAMPED "CBD SETSTONE"
- △ CALCULATED POINT
- 4' SIDEWALK (MIN. 5' ALONG GABRIELS HORN ROAD)
- MATCHLINE
- P.U.E. PUBLIC UTILITY EASEMENT
- W.W.E. WASTEWATER EASEMENT
- L.S.E. LANDSCAPE EASEMENT
- S.W.E. SIDEWALK EASEMENT
- W.E. WATER EASEMENT
- D.E. DRAINAGE EASEMENT

SHEET NO. 3 OF 6

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791 ◆ REG. # 10024900
Civil Engineering ◆ Surveying
5501 West William Cannon ◆ Austin, Texas 78749
Phone No. (512) 280-5160 ◆ Fax No. (512) 280-5165

21-FP-007

PATH-J:\AC3D\5306\SURVEY\PLAT - GARLOCK SUBDIVISION

GARLOCK SUBDIVISION
FINAL PLAT

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C1	14.14	225.00	N28°38'48"W	14.14	7.07	3°36'03"
C2	19.66	175.00	N71°40'48"E	19.65	9.84	6°26'13"
C3	107.20	175.00	N03°59'23"W	105.53	55.34	35°05'50"
C4	137.83	225.00	N03°59'23"W	135.68	71.15	35°05'50"
C5	28.33	175.00	N08°55'15"E	28.30	14.20	9°16'35"
C6	36.43	225.00	N08°55'15"E	36.39	18.25	9°16'35"
C7	101.39	175.00	N12°18'57"W	99.98	52.16	33°11'48"
C8	130.36	225.00	N12°18'57"W	128.55	67.07	33°11'48"
C9	28.96	225.00	N25°13'35"W	28.94	14.50	7°22'33"
C10	22.53	175.00	N25°13'35"W	22.51	11.28	7°22'33"
C11	39.27	25.00	N23°27'42"E	35.36	25.00	90°00'00"
C12	39.27	25.00	S66°32'18"E	35.36	25.00	90°00'00"
C13	41.13	175.00	N14°48'17"W	41.04	20.66	13°28'01"
C14	52.88	225.00	N14°48'17"W	52.76	26.56	13°28'01"
C15	77.58	175.00	N20°46'14"W	76.94	39.44	25°23'55"
C16	99.74	225.00	N20°46'14"W	98.93	50.70	25°23'55"
C17	44.03	25.00	N18°00'08"E	38.56	30.28	100°55'07"
C18	39.27	25.00	N66°32'18"W	35.36	25.00	90°00'00"
C19	46.86	225.00	N27°30'15"W	46.77	23.51	11°55'54"
C20	3.09	175.00	N32°57'48"W	3.09	1.55	1°00'47"
C21	39.27	25.00	N66°32'18"W	35.36	25.00	90°00'00"

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C22	39.27	25.00	S23°27'42"W	35.36	25.00	90°00'00"
C23	35.00	25.00	N18°10'37"E	32.21	21.06	80°13'30"
C24	188.22	60.00	N31°35'34"W	120.00	26524.68	179°44'27"
C25	21.03	25.00	S44°22'00"W	20.41	11.18	48°11'23"
C26	35.38	25.00	S70°59'34"E	32.50	21.39	81°05'29"
C27	154.87	50.00	S70°59'34"E	99.98	2265.09	177°28'15"
C28	21.03	25.00	S06°21'07"E	20.41	11.18	48°11'23"
C29	92.32	225.00	S18°41'32"E	91.68	46.82	23°30'35"
C30	71.81	175.00	S18°41'32"E	71.30	36.42	23°30'35"
C31	57.34	225.00	S14°14'16"E	57.18	28.83	14°36'04"
C32	45.64	25.00	S59°14'16"E	39.56	32.35	104°36'04"
C33	39.27	25.00	N23°27'42"E	35.36	25.00	90°00'00"
C34	125.42	225.00	N52°29'35"E	123.80	64.38	31°56'13"
C35	153.29	275.00	N52°29'35"E	151.31	78.69	31°56'13"
C36	27.56	275.00	N39°23'43"E	27.54	13.79	5°44'29"
C37	22.55	225.00	N39°23'43"E	22.54	11.28	5°44'29"
C38	39.27	25.00	S02°44'02"E	35.36	25.00	90°00'00"
C39	39.27	25.00	N87°15'58"E	35.36	25.00	90°00'00"
C40	31.81	25.00	N11°17'11"W	29.70	18.46	72°53'43"
C41	294.23	60.00	S64°40'39"W	76.36	49.49	280°58'04"
C42	12.25	25.00	S61°46'13"E	12.13	6.25	28°04'21"

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C43	182.06	275.00	N66°42'01"W	178.76	94.51	37°55'57"
C44	215.17	325.00	S66°42'01"E	211.26	111.69	37°55'57"
C45	42.72	175.00	N28°31'53"W	42.61	21.47	13°59'09"
C46	54.92	225.00	S28°31'53"E	54.79	27.60	13°59'09"
C47	54.92	225.00	N28°31'53"W	54.79	27.60	13°59'09"
C48	42.72	175.00	S28°31'53"E	42.61	21.47	13°59'09"
C49	35.35	225.00	N17°02'13"W	35.32	17.71	9°00'11"
C50	27.50	175.00	S17°02'13"E	27.47	13.78	9°00'11"
C51	21.03	25.00	N36°37'49"W	20.41	11.18	48°11'23"
C52	38.15	25.00	N31°10'54"E	34.55	23.90	87°26'02"
C53	21.03	25.00	S81°00'24"E	20.41	11.18	48°11'23"
C54	160.41	50.00	N31°10'54"E	99.94	1502.01	183°48'48"
C55	25.28	225.00	N71°40'48"E	25.26	12.65	6°26'13"
C56	26.28	60.00	N12°36'47"E	26.07	13.35	25°05'47"
C57	52.19	60.00	N24°51'14"W	50.56	27.88	49°50'16"
C58	22.87	225.00	N26°00'06"W	22.86	11.45	5°49'29"
C59	63.81	225.00	N14°57'54"W	63.60	32.12	16°14'56"
C60	10.05	60.00	N54°34'12"W	10.04	5.04	9°35'39"
C61	19.07	225.00	S19°06'36"E	19.07	9.54	4°51'24"
C62	33.81	225.00	S12°22'36"E	33.78	16.94	8°36'38"
C63	43.68	225.00	N01°16'44"W	43.61	21.91	11°07'23"

Line Table		
Line #	Length	Direction
L1	124.68	S68°27'40"W
L2	132.32	S58°52'30"W
L3	117.59	N68°56'46"W
L4	43.45	N85°11'34"W
L5	90.10	S83°24'10"W
L6	111.63	S84°20'02"W
L7	241.74	N68°50'42"E
L8	2.00	N31°27'48"W
L9	147.60	N63°09'14"E
L10	87.46	S42°15'58"W
L11	87.46	N42°15'58"E
L12	100.00	S68°27'42"W
L13	100.00	S68°27'42"W
L14	28.36	N08°04'17"W
L15	33.15	N36°31'29"E
L16	51.95	N05°48'33"W
L17	43.34	N33°28'12"W
L18	43.34	N33°28'12"W
L19	28.36	N08°04'17"W
L20	87.63	N68°27'42"E
L21	87.63	N68°27'42"E
L22	20.48	N04°16'57"E

Line Table		
Line #	Length	Direction
L23	20.48	N04°16'57"E
L24	53.86	N13°33'32"E
L25	53.86	N13°33'32"E
L26	35.66	N21°32'18"W
L27	35.33	N21°32'18"W
L28	83.69	N20°48'05"E
L29	11.81	N12°32'07"W
L30	3.72	N12°32'07"W
L31	59.72	S21°32'18"E
L32	59.72	N21°32'18"W
L33	54.38	N35°31'28"W
L34	54.38	S35°31'28"E
L35	31.91	N68°27'42"E
L36	23.37	N68°27'42"E
L37	54.76	N36°31'29"E
L38	54.76	N36°31'29"E
L39	63.23	S48°00'09"E
L40	65.22	S53°58'06"E
L41	65.22	S62°16'46"E
L42	22.26	S47°44'02"E
L43	5.87	N85°39'59"W
L44	5.86	S85°39'59"E

Line Table		
Line #	Length	Direction
L45	78.20	N47°44'02"W
L46	69.25	N03°57'12"W
L47	61.47	N39°40'13"W
L48	15.97	N59°22'01"W
L49	66.88	N61°17'38"W
L50	21.61	N36°31'29"E
L51	64.90	N55°02'26"E
L52	15.50	N32°53'51"W
L53	101.02	N73°49'09"E
L54	63.92	S30°26'49"E
L55	77.05	S30°26'49"E
L56	61.21	N32°57'39"W
L57	50.28	N27°34'16"W
L58	50.05	N19°01'03"W
L59	51.08	S09°44'57"E
L60	50.95	S10°28'57"E
L61	31.93	S06°56'14"E
L62	17.29	S06°56'14"E
L63	19.14	S15°55'13"E

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C64	8.53	175.00	N09°28'02"W	8.53	4.26	2°47'30"
C65	32.61	175.00	N16°12'02"W	32.56	16.35	10°40'32"
C66	35.16	225.00	N28°59'35"W	35.13	17.62	8°57'14"
C67	50.19	225.00	N18°07'31"W	50.09	25.20	12°46'53"
C68	14.39	225.00	N09°54'11"W	14.38	7.20	3°39'48"
C69	0.90	25.00	S67°25'41"W	0.90	0.45	2°04'01"
C70	59.49	175.00	S17°48'33"E	59.20	30.03	19°28'32"
C71	18.09	175.00	S30°30'30"E	18.08	9.05	5°55'22"
C72	20.12	25.00	S43°20'00"W	19.59	10.64	46°07'22"
C73	46.85	225.00	S27°30'15"E	46.77	23.51	11°55'53"
C74	177.66	60.00	N36°38'21"W	119.51	662.37	169°38'53"
C75	37.05	50.00	S41°29'50"W	36.20	19.42	42°27'02"
C76	10.58	60.00	N53°14'14"E	10.57	5.30	10°06'17"
C77	52.83	50.00	N17°06'32"W	50.41	29.18	60°32'35"
C78	61.00	50.00	N82°19'44"W	57.28	34.94	69°53'50"
C79	47.47	225.00	N20°48'09"W	47.38	23.82	12°05'14"
C80	30.72	225.00	N10°50'53"W	30.69	15.38	7°49'18"
C81	8.69	175.00	S08°21'37"E	8.69	4.35	2°50'45"
C82	50.27	175.00	S18°00'44"E	50.09	25.31	16°27'28"
C83	12.85	175.00	S28°20'38"E	12.84	6.43	4°12'21"
C84	46.41	225.00	S15°37'45"E	46.33	23.29	11°49'07"

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C85	10.93	225.00	S08°19'43"E	10.93	5.46	2°46'57"
C86	15.76	225.00	N19°31'55"W	15.76	7.88	4°00'46"
C87	19.60	225.00	N15°01'49"W	19.59	9.80	4°59'25"
C88	14.92	25.00	S74°00'39"E	14.70	7.69	34°11'53"
C89	6.11	25.00	N81°53'40"E	6.09	3.07	13°59'30"
C90	7.28	175.00	N73°42'22"E	7.28	3.64	2°23'05"
C91	12.38	175.00	N70°29'16"E	12.37	6.19	4°03'07"
C92	7.37	225.00	S69°23'59"W	7.37	3.68	1°52'34"
C93	17.91	225.00	S72°37'05"W	17.91	8.96	4°33'39"
C94	24.99	175.00	N25°37'46"W	24.97	12.52	8°10'56"
C95	17.73	175.00	N32°37'21"W	17.72	8.87	5°48'13"
C96	30.34	225.00	N31°39'40"W	30.32	15.19	7°43'35"
C97	24.58	225.00	N24°40'05"W	24.57	12.30	6°15'34"
C98	8.79	225.00	S34°24'18"E	8.79	4.40	2°14'20"
C99	46.13	225.00	S27°24'43"E	46.05	23.15	11°44'49"
C100	82.54	275.00	N45°07'23"E	82.23	41.58	17°11'50"
C101	70.75	275.00	N61°05'30"E	70.55	35.57	14°44'24"
C106	12.54	225.00	N40°40'08"E	12.54	6.27	3°11'38"
C107	10.00	225.00	N37°47'54"E	10.00	5.00	2°32'51"
C108	109.09	325.00	S76°03'03"E	108.58	55.06	19°13'53"
C109	47.14	325.00	S62°16'46"E	47.10	23.61	8°18'40"

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C110	47.14	325.00	S53°58'06"E	47.10	23.61	8°18'40"
C111	11.79	325.00	S48°46'25"E	11.79	5.90	2°04'44"
C112	92.21	275.00	N57°20'23"W	91.78	46.54	19°12'41"
C113	89.85	275.00	N76°18'22"W	89.46	45.33	18°43'16"
C114	9.59	60.00	S71°13'36"E	9.58	4.81	9°09'36"
C115	43.56	60.00	S45°50'48"E	42.61	22.79	41°36'00"
C116	36.14	60.00	S07°47'26"E	35.60	18.64	34°30'44"
C117	38.14	60.00	S27°40'32"W	37.50	19.74	36°25'12"
C118	40.14	60.00	S65°02'58"W	39.39	20.85	38°19'39"
C119	38.14	60.00	N77°34'37"W	37.50	19.74	36°25'12"
C120	42.72	175.00	S28°31'53"E	42.61	21.47	13°59'09"
C121	4.00	50.00	N15°27'10"E	4.00	2.00	4°34'48"

Easement Line Table		
Line #	Length	Direction
(L64)	25.00	N04°20'28"E
(L65)	20.33	S85°39'32"E
(L66)	25.52	S04°20'28"W
(L67)	4.00	N68°27'42"E
(L68)	1.86	N85°39'59"W
(L69)	4.00	S85°39'59"E
(L70)	20.33	S68°27'42"W
(L71)	22.70	S89°26'44"E
(L72)	26.33	S00°20'48"W
(L73)	22.76	N89°26'44"W
(L74)	21.50	N21°32'18"W
(L75)	20.33	N68°27'42"E
(L76)	21.50	S21°32'18"E

Easement Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
(C102)	38.22	225.00	N08°41'32"E	38.18	19.16	9°44'00"
(C103)	73.26	225.00	N12°12'40"W	72.93	36.96	18°39'17"
(C122)	18.48	325.00	N84°02'15"W	18.48	9.24	3°15'28"
(C123)	26.35	225.00	N00°28'15"E	26.33	13.19	6°42'33"

SHEET NO. 4 OF 6

Carlson, Brigance & Doering, Inc.
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21-FP-007

PATH-J: \AC3D\5306\SURVEY\PLAT - GARLOCK SUBDIVISION

GARLOCK SUBDIVISION
FINAL PLAT

METES AND BOUNDS

ALL OF THAT CERTAIN 44.628 ACRES TRACT OF LAND SITUATED IN THE GREENLEAF FISK SURVEY, ABSTRACT NUMBER 5, IN WILLIAMSON COUNTY, TEXAS, BEING ALL OF THAT CALLED 44.628 ACRE TRACT OF LAND CONVEYED TO KB HOME LONE STAR, INC. BY DEED RECORDED IN DOCUMENT NUMBER 2023037430, OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS (O.P.R.W.C.TX.) SAID 44.628 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, AT A CAPPED 1/2 INCH IRON ROD FOUND STAMPED "CBD SETSTONE" AT THE NORTHEAST CORNER OF SAID 44.628 ACRE TRACT OF LAND, BEING AT THE SOUTHEAST CORNER OF LOT 22, BLOCK H, BLUFFVIEW PHASE 1, A SUBDIVISION RECORDED IN DOCUMENT NUMBER 2020042113 (O.P.R.W.C.TX.), SAME BEING AT THE NORTHWEST CORNER OF LOT 1, BLOCK H, SAID BLUFFVIEW, PHASE 1, FOR THE NORTHEAST CORNER AND POINT OF BEGINNING OF THE HEREIN DESCRIBED TRACT,

THENCE, WITH THE EAST LINE OF SAID 44.628 ACRE TRACT, WITH THE WEST LINE OF SAID BLUFFVIEW, PHASE 1, AND WITH THE WEST LINE OF BLUFFVIEW, PHASE 2 AMENDED, A SUBDIVISION RECORDED IN DOCUMENT NUMBER 2022057782, O.P.R.W.C.TX., THE FOLLOWING TWO (2) COURSES AND DISTANCES, NUMBERED 1 AND 2:

1. S21°50'16"E, A DISTANCE OF 676.99 FEET TO A CAPPED IRON ROD FOUND STAMPED "CBD SETSTONE", AND
2. S21°32'18"E, A DISTANCE OF 1306.11 FEET TO A CAPPED 1/2 INCH IRON ROD FOUND STAMPED "CBD SETSTONE" ON THE EAST LINE OF SAID 54.23 ACRE TRACT OF LAND, BEING ON THE WEST LINE OF LOT 5, BLOCK W, SAID BLUFFVIEW, PHASE 1, FOR THE SOUTHEAST CORNER OF THE HEREIN HEREIN DESCRIBED TRACT OF LAND,

THENCE WITH THE SOUTH LINE OF SAID 44.628 ACRE TRACT, THE FOLLOWING FOUR (4) COURSES AND DISTANCES, NUMBERED 1 THROUGH 4:

1. S68°27'40"W, A DISTANCE OF 124.68 FEET TO A CAPPED 1/2 INCH IRON ROD SET STAMPED "CBD SETSTONE",
2. S58°52'30"W, A DISTANCE OF 132.32 FEET TO A CAPPED 1/2 INCH IRON ROD SET STAMPED "CBD SETSTONE",
3. S78°20'20"W, A DISTANCE OF 223.21 FEET TO A CAPPED 1/2 INCH IRON ROD SET STAMPED "CBD SETSTONE", AND
4. S01°49'50"W, A DISTANCE OF 215.90 FEET TO A CALCULATED POINT ON THE APPROXIMATE CENTERLINE OF THE SOUTH FORK OF THE SAN GABRIEL RIVER, BEING THE SOUTH LINE OF SAID 44.628 ACRE TRACT, SAME BEING THE NORTH LINE OF A CALLED 92.694 ACRE TRACT CONVEYED TO PROMENADE ON SAN GABRIEL LLC BY DEED RECORDED IN DOCUMENT NUMBER 2021120051, O.P.R.W.C.TX.,

THENCE, WITH THE APPROXIMATE CENTERLINE OF SAID SOUTH FORK OF THE SAN GABRIEL RIVER, THE SOUTH LINE OF SAID 44.628 ACRE TRACT, AND THE NORTH LINE OF SAID 92.694 ACRE TRACT, THE FOLLOWING FIVE (5) COURSES AND DISTANCES, NUMBERED 1 THROUGH 5:

1. N68°56'46" W, A DISTANCE OF 117.59 FEET TO CALCULATED POINT,
2. S82°35'34"W, A DISTANCE OF 592.15 FEET TO CALCULATED POINT,
3. N85°11'34"W, A DISTANCE OF 43.45 FEET TO CALCULATED POINT,
4. S83°24'10"W, A DISTANCE OF 90.10 FEET TO CALCULATED POINT,
5. S84°20'02"W, A DISTANCE OF 111.63 FEET TO A CALCULATED POINT IN THE CENTER OF SAID SOUTH BRANCH OF THE SOUTH SAN GABRIEL RIVER, AS SURVEYED ON AUGUST 5, 2015, BEING THE SOUTHWESTERN CORNER OF SAID 44.628 ACRE TRACT, SAME BEING A POINT ON A NORTHERN BOUNDARY LINE OF SAID 92.994 ACRE TRACT, ALSO BEING A SOUTHEASTERN CORNER OF LOT 2, BLOCK C, VALLEY VISTA EAST, PHASE 2, A SUBDIVISION RECORDED IN DOCUMENT NUMBER 2022056023 (O.P.R.W.C.TX.), FOR THE WESTERNMOST CORNER OF THE HEREIN DESCRIBED TRACT,

THENCE, LEAVING THE CENTERLINE OF SAID SOUTH SAN GABRIEL RIVER, AND WITH THE COMMON BOUNDARY LINE OF SAID 44.628 ACRE TRACT, SAID VALLEY VISTA EAST PHASE 2, THE FOLLOWING TWO (2) COURSES AND DISTANCES, NUMBERED 1 AND 2, NUMBERED 1 AND 2,

1. N04°20'28"E, PASSING AT A DISTANCE OF 91.45 FEET A 3/4 INCH IRON ROD FOUND, PASSING AT A DISTANCE OF 154.47, AND BEING 1.49 FEET LEFT OF LINE, THE CENTER OF AN 18 INCH LIVE OAK TREE, AND CONTINUING FOR A TOTAL DISTANCE OF 1240.74 FEET TO A 20 INCH CEDAR TREE, AND
2. N20°03'03"E, A DISTANCE OF 1006.72 FEET TO A CAPPED 5/8 INCH IRON ROD FOUND STAMPED "JONES\CARTER"" AT THE NORTHWESTERN CORNER OF SAID 44.628 ACRE TRACT, SAME BEING ON THE SOUTHEASTERN BOUNDARY LINE OF SAID LOT 22, BLOCK H, AND BEING ALSO ON THE SOUTHERN LINE OF A THIRTY (30) FOOT ACCESS EASEMENT DESCRIBED IN DOCUMENT RECORDED IN VOLUME 484, PAGE 480, DEED RECORDS, WILLIAMSON COUNTY, TEXAS,

THENCE, N68°50'42"E, WITH THE COMMON LINE OF SAID LOT 22 AND SAID 44.628 ACRE TRACT OF LAND, A DISTANCE OF 241.74 FEET TO THE POINT OF BEGINNING AND CONTAINING 44.628 ACRES OF LAND.

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791 ◆ REG. # 10024900
Civil Engineering ◆ Surveying
5501 West William Cannon ◆ Austin, Texas 78749
Phone No. (512) 280-5160 ◆ Fax No. (512) 280-5165

21-FP-007

PATH-J: \AC3D\5306\SURVEY\PLAT - GARLOCK SUBDIVISION

GARLOCK SUBDIVISION
FINAL PLAT

STATE OF TEXAS: §

COUNTY OF WILLIAMSON: §

THAT KB HOME LONE STAR, INC, A TEXAS CORPORATION, BEING THE OWNERS OF THE CERTAIN 44.628 ACRE TRACT OF LAND RECORDED IN DOCUMENT NO. 2023037430, OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS,, DOES HEREBY CERTIFY THAT THERE ARE NO LIEN HOLDERS AND DEDICATES TO THE PUBLIC ALL ADDITIONAL RIGHTS-OF-WAY, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS:

"GARLOCK SUBDIVISION"

JOHN ZINSMEYER, VICE PRESIDENT
KB HOME LONE STAR, INC.
10800 PECAN PARK BOULEVARD, SUITE 200
AUSTIN, TEXAS 78750

STATE OF TEXAS: §

COUNTY OF WILLIAMSON: §

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THE 22 DAY OF November 2023, BY JOHN ZINSMEYER.

NOTARY PUBLIC, STATE OF TEXAS

TARA BENSON
NOTARY PUBLIC
ID# 131515653
State of Texas
Comm. Exp. 04-03-2026

PRINTED NAME: Tara Benson

MY COMMISION EXPIRES: 4-3-26

NOTES:

1. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.

2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.

3. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.

4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.

5. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.

6. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.

7. IN ADDITION TO THE EASEMENTS SHOWN HEREON, A 10' PUBLIC UTILITY EASEMENT WILL BE DEDICATED ADJACENT TO ALL STREET RIGHT OF WAY AND A 2.5' PUBLIC UTILITY EASEMENT WILL BE DEDICATED ALONG ALL SIDE LOT LINES. FOR ALL NON-RESIDENTIAL LOTS (LOT 21, BLOCK "A"; LOT 19, BLOCK "C" AND LOT 33, BLOCK "D") A 10' LANDSCAPE, PUBLIC UTILTIY AND PEDESTRIAN ACCESS EASEMENT WILL BE DEDICATED ADJACENT TO ALL STREET RIGHT OF WAY.

8. SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF ALL STREETS IN THE SUBDIVISION. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED. ALL SIDEWALKS SHALL BE FOUR (4') FOOT MINIMUM, WITH FIVE (5) FOOT MINIMUM ON GABRIELS HORN ROAD.

9. ON-SITE STORM WATER DETENTION FACILITIES WILL BE PROVIDED TO REDUCE POST- DEVELOPMENT PEAK RATES OF DISCHARGE OF THE 2, 10, 25 AND 100-YR STORM EVENTS.

11. NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 50' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING LOCAL OR COLLECTOR STREET OR 100' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING ARTERIAL STREET.

12. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.

13. THE HOA IS REQUIRED TO MOW AND MAINTAIN LANDSCAPING IN THE OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.

14. THE HOA ACCEPTS AND MAINTAINS DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.

15. THE HOA BYLAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS UNDER DOCUMENT NO. 2023050304.

16. A PORTION OF THIS TRACT LIES WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FEDERAL FLOOD INSURANCE ADMINISTRATION RATE MAP NO. 48491C0460F AND 48491C0455F, WILLIAMSON COUNTY, TEXAS, DATED DECEMBER 20, 2019.

17. BEARINGS BASED ON THE TEXAS COORDINATE SYSTEM, CENTRAL ZONE (4203), NAD83.

18. THIS PLAT CONFORMS TO THE PRELIMINARY PLAT APPROVED BY THE PLANNING & ZONING COMMISSION ON OCTOBER 10, 2020.

19. APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.

20. THE HOME OWNERS ASSOCIATION (HOA) SHALL OWN AND MAINTAIN THE FOLLOWING LOTS: LOT 21, BLOCK A, LOT 19, BLOCK C, LOT 33, BLOCK D, AND LOT 6, BLOCK E.

21. BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE

STATE OF TEXAS: §

COUNTY OF TRAVIS: §

THAT I, PATRICK M. SULLIVAN, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER.

11-22-2023

PATRICK M. SULLIVAN, P.E. NO. 142359 DATE
CARLSON, BRIGANCE & DOERING, INC.
5501 WEST WILLIAM CANNON DRIVE,
AUSTIN, TEXAS 78749

STATE OF TEXAS
PATRICK M. SULLIVAN
142359
LICENSED
PROFESSIONAL ENGINEER

CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

STATE OF TEXAS: §

COUNTY OF TRAVIS: §

THAT I, AARON V. THOMASON, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF SURVEYING, AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON-THE-GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN HEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCES AND CODES AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON TITLE POLICY PROVIDED BY ALAMO TITLE INSURANCE COMPANY GF # 20-078795 ISSUED NOVEMBER 21, 2022, EFFECTIVE DATE OF NOVEMBER 10, 2022, HAVE BEEN SHOWN OR NOTED HEREON.

11/22/2023

AARON V. THOMASON, R.P.L.S. NO. 6214 DATE
CARLSON, BRIGANCE & DOERING, INC.
5501 WEST WILLIAM CANNON DRIVE,
AUSTIN, TEXAS 78749
aaron@cbdeng.com

STATE OF TEXAS
REGISTERED
AARON V. THOMASON
6214
PROFESSIONAL
LAND SURVEYOR

APPROVED THIS THE ___ DAY OF _____, 20__, A.D., AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF WILLIAMSON COUNTY, TEXAS.

_____
DONNIE MAHAN, CHAIRMAN
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

_____
ELLEN COUFAL, SECRETARY
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

STATE OF TEXAS: §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF WILLIAMSON: §

I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE DAY OF _____, 20_____, AD, AT _____ O'CLOCK, ___M, AND DULY RECORDED THIS THE DAY OF _____, 20__, AD, AT ____ O'CLOCK ____M, IN THE PLAT RECORDS OF SAID COUNTY IN INSTRUMENT NO. _____.

TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

NANCY RISTER, CLERK COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

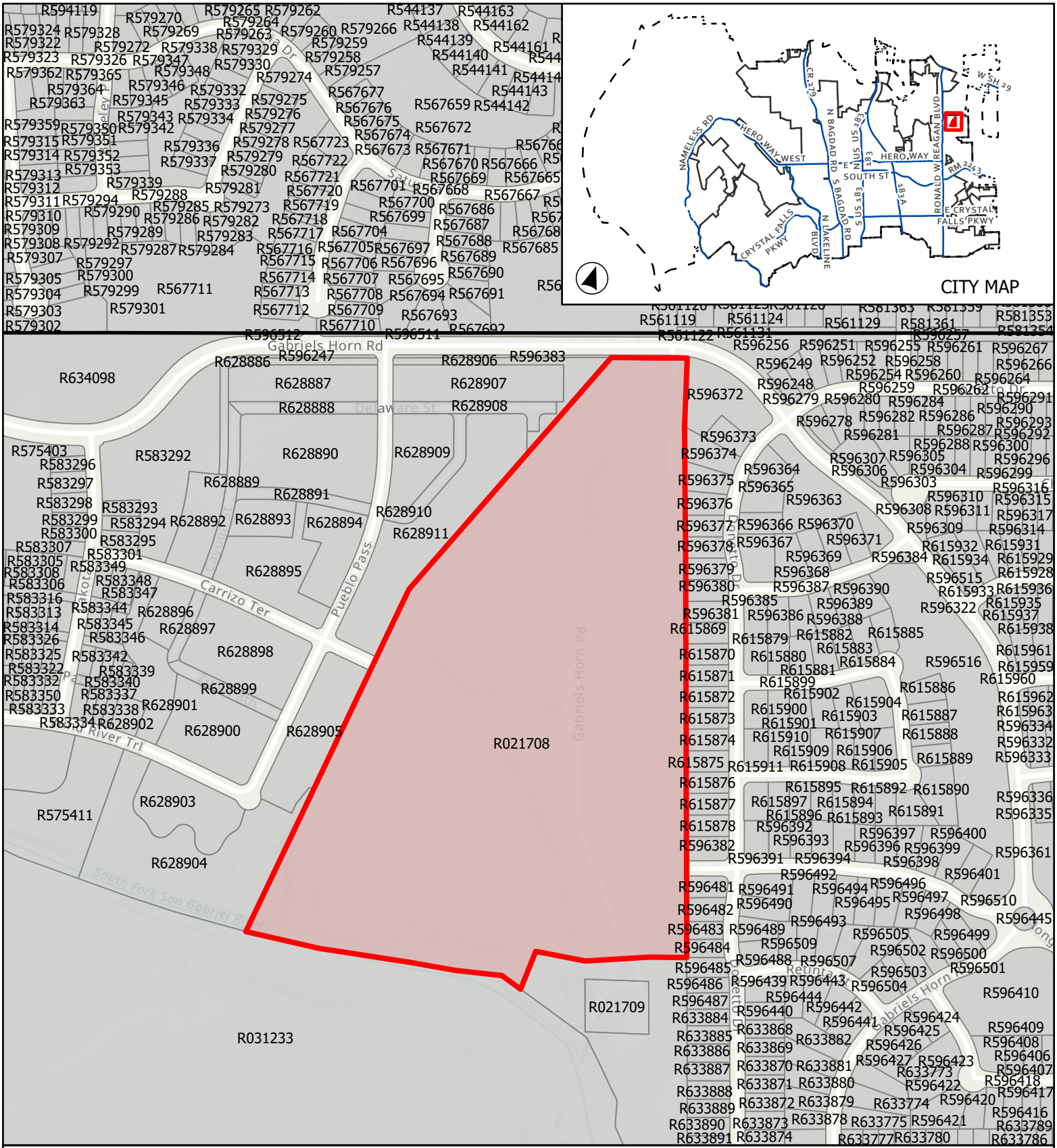
BY: _____ DEPUTY

SHEET NO. 6 OF 6

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791 ◆ REG. # 10024900
Civil Engineering ◆ Surveying
5501 West William Cannon ◆ Austin, Texas 78749
Phone No. (512) 280-5160 ◆ Fax No. (512) 280-5165

21-FP-007

PATH-J: \AC3D\5306\SURVEY\PLAT - GARLOCK SUBDIVISION


CITY MAP
Gabriels Horn Rd
Pueblo Pass
Carrizo Ter
Delaware St
Saturn Dr
Coyote Dr
Rotterdam Dr
Gabriels Horn Rd
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Carrizo Ter
Delaware St
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Rotterdam Dr
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South Fork San Gabriel River Trl
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EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case FP-23-0050 regarding Harmony Public School Final Plat on eight (8) parcels of land approximately 24.89 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R508115, R508114, R508113, R031592, R031591, R031590, R031595 and R031594; generally located on the north side of Hero Way between 183A Toll Road and Ronald W. Reagan Boulevard, Leander, Williamson County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the final plat satisfies the applicable regulations without requesting any variances. This final plat includes one (1) commercial lot. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:
02/16/2023 – Concept Plan and Preliminary Plat Approved

APPLICANT/AGENT:
KFW Engineers (Matthew Hilbig) on behalf of Harmony Public Schools (Dr. Nihat Bayhan)

RECOMMENDATION:
Michael Chenausky AICP, Senior Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

1. FP-23-0050 Att 1 Harmony School Final Plat
2. FP-23-0050 Att 2 Harmony Public Schools - Location Map

HARMONY PUBLIC SCHOOLS

FINAL PLAT

PROJECT INFORMATION

OWNER/DEVELOPER: DR. NIHAT BAYHAN
DEPUTY SUPERINTENDENT
HARMONY PUBLIC SCHOOLS
9321 WEST SAM HOUSTON PKWY S.
HOUSTON, TX. 77099
(713) 343-3333 EXT. 2601

ENGINEER / AGENT: MATTHEW HILBIG
KFW ENGINEERS & SURVEYING
3421 PAESANOS PKWY, SUITE 200
SAN ANTONIO, TX 78231
(210) 979-8444

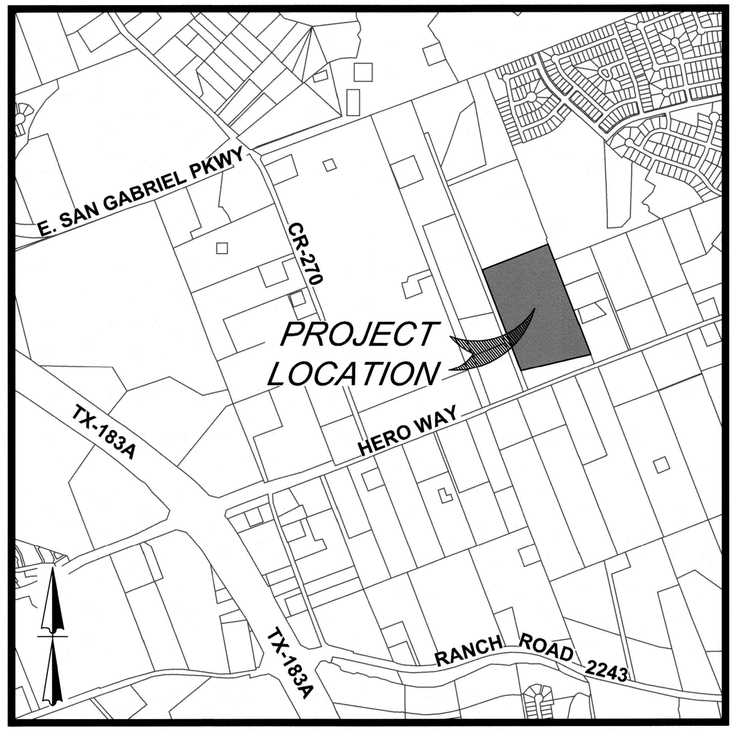
SURVEYOR: TIM PAPPAS
KFW ENGINEERS & SURVEYING
3421 PAESANOS PKWY, SUITE 101
SAN ANTONIO, TX 78231
(210) 979-8444

FILING DATE: 02-21-2023

LOTS: 1

ACREAGE: 24.89 ACRES

LAND USE: COMMERCIAL OR NON-RESIDENTIAL



LOCATION MAP
N.T.S.

INDEX

DESCRIPTION	SHEET NO.
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FINAL PLAT	2
NOTES & SIGNATURES	3

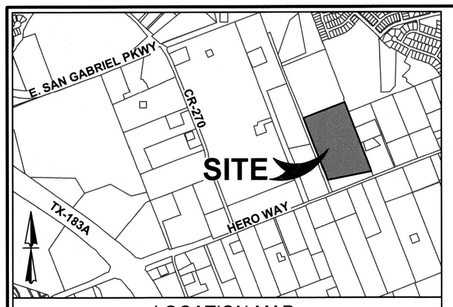
KFW
ENGINEERS + SURVEYING
3421 Paesanos Pkwy, Suite 200, San Antonio, TX 78231
Phone #: (210) 979-8444 • Fax #: (210) 979-8441
TBPE Firm #: 9513 • TBPLS Firm #: 10122300

JOB NO. 874-03-02

1 OF 3

Date: Nov 02, 2023, 10:34am User ID: abustillos
File: L:\874\0302\Design\Civil\PLAT\FINAL\CV8740302.dwg

THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ONLY ON FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL.



LOCATION MAP — NOT TO SCALE

ZONING: LO-2B (LOCAL OFFICE)

PLAT NOTE:

1. SITE CONTRACTOR TO COORDINATE WITH CITY AND HERO WAY GENERAL CONTRACTOR TO MAINTAIN SAFE VEHICULAR AND PEDESTRIAN ACCESSIBILITY TO THE SCHOOL SITE WHILE THE SIMULTANEOUS CONSTRUCTION OF HERO WAY AND THE SCHOOL IS OCCURRING. ROADWAY ADEQUACY REQUIREMENTS TO BE ASSESSED AT THE SITE DEVELOPMENT PERMIT SUBMITTAL.

SURVEYOR NOTES:

1. 1/2" DIAMETER REBAR WITH A BLUE PLASTIC CAP STAMPED "KFW SURVEYING" SET AT ALL CORNERS UNLESS NOTED OTHERWISE.
2. BEARINGS ARE BASED ON THE STATE PLANE COORDINATE SYSTEM ESTABLISHED FOR THE TEXAS SOUTH CENTRAL ZONE 4204, NORTH AMERICAN DATUM (NAD) OF 1983.
3. THE COORDINATES SHOWN HEREON ARE GRID WITH A COMBINED SCALE FACTOR OF 1.00013.
4. THE ELEVATIONS FOR THIS SURVEY ARE BASED ON NAVD88 (GEOID18).
5. ADJOINERS SHOWN HEREON ARE PER CURRENT WILLIAMSON COUNTY APPRAISAL DISTRICT RECORDS AND OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.
6. ALL EASEMENTS OF RECORD ARE SHOWN OR NOTED ON THE PLAT AS FOUND ON THE TITLE POLICY OR DISCOVERED WITH A TITLE SEARCH PREPARED FOR THE MOST RECENT PURCHASE OF PROPERTY.

BENCHMARK

#1 (POINT #301) SET MAG IN HEADWALL AT ELEVATION 939.97' SET BY KFW SURVEYING.

LEGEND

○ F.I.R.	=	FOUND ½" IRON ROD OR AS NOTED
○ S.I.R.	=	SET ½" IRON ROD WITH BLUE CAP STAMPED "KFW SURVEYING"
R.O.W.	=	RIGHT - OF - WAY
D.P.R.	=	DEED AND PLAT RECORDS OF WILLIAMSON COUNTY, TEXAS
O.P.R.	=	OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS
VOL.	=	VOLUME
PG.	=	PAGE
N.C.B.	=	NEW CITY BLOCK

Line Table		
LINE #	LENGTH	DIRECTION
L1	3.80'	N75°22'23"E
L2	3.81'	S21°13'36"E

TREE TABLE		
POINT	SPECIES	DIAMETER
2552	LIVE OAK	32.00
2553	LIVE OAK	20.00
2554	LIVE OAK	26.00
2555	LIVE OAK	26.00
2556	LIVE OAK	21X24
2557	SPANISH OAK	13X9.5
2558	SPANISH OAK	9X6
2559	SPANISH OAK	9X6
2560	CEDAR	13.50
2561	LIVE OAK	6.50
2600	CEDAR	13.00
2601	CEDAR	18X15
2602	CEDAR	13.00
2603	LIVE OAK	11.00
2604	ELM	6.00
2605	ELM	8.00
2606	HACKBERRY	10.00
2607	ELM	9.00
2608	HACKBERRY	15.00
2609	ELM	8X8X6
2610	LIVE OAK	21X13
2611	LIVE OAK	11.00
2612	LIVE OAK	13.00
2613	LIVE OAK	11.00
2614	LIVE OAK	18.00
2615	LIVE OAK	10X6X9
2616	ELM	12.00
2617	ELM	8.00
2618	ELM	11.00
2619	ELM	13X8

TREE TABLE		
POINT	SPECIES	DIAMETER
2620	ELM	7X7
2621	ELM	7.00
2622	ELM	7X7
2623	ELM	10.00
2624	ELM	8X7X7
2625	ELM	10.00
2626	ELM	7.00
2627	ELM	9X9
2628	ELM	9X11
2629	ELM	10X13
2630	PECAN	10X8X8
2631	SPANISH OAK	13.50
2632	LIVE OAK	19.00
2633	LIVE OAK	10.00
2634	LIVE OAK	13.00
2635	LIVE OAK	12.00
2636	LIVE OAK	8.00
2637	LIVE OAK	7.00
2638	LIVE OAK	10X11X15
2639	LIVE OAK	12.00
2640	LIVE OAK	14.00
2641	LIVE OAK	13.00
2642	LIVE OAK	10.00
2643	HACKBERRY	10.00
2644	LIVE OAK	6.00
2645	LIVE OAK	9.00
2646	LIVE OAK	11X9
2647	MESQUITE	14X10
2655	LIVE OAK	21.00
2656	LIVE OAK	12X10X7X4
2657	PECAN	11.00

FINAL PLAT OF

HARMONY PUBLIC SCHOOLS

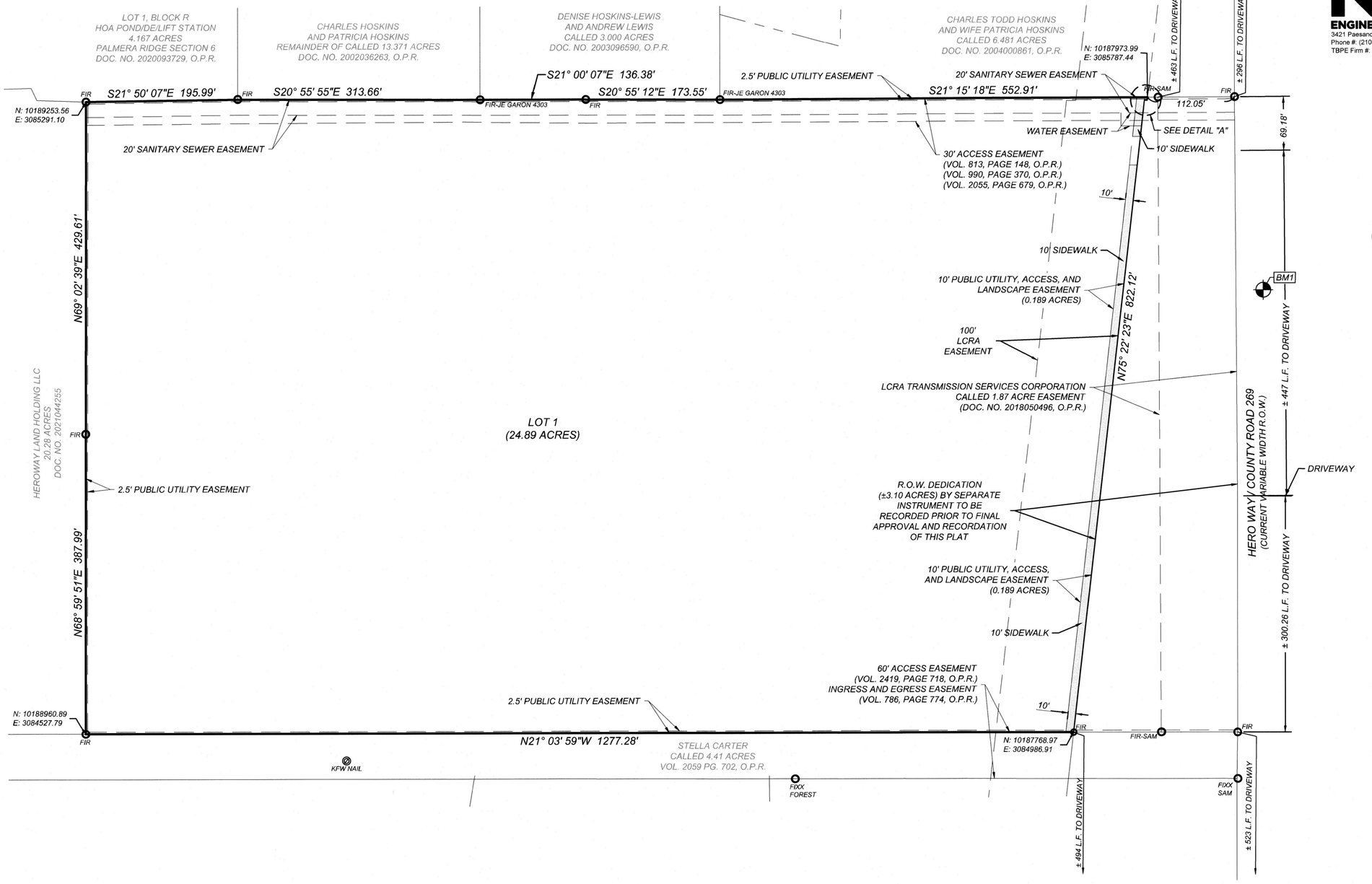
A **24.89 ACRE** TRACT OF LAND SITUATED IN THE TALBOT CHAMBERS SURVEY, ABSTRACT 125, CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS, AND BEING A PORTION OF THAT CALLED 27.992 ACRE TRACT OF LAND (TRACT I) AS CONVEYED TO HARMONY PUBLIC SCHOOLS AND RECORDED JUNE 14, 2021 IN DOCUMENT NUMBER 2021088010 IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

SCALE : 1"=100'

0' 100' 300'

200'

KFW
ENGINEERS + SURVEYING
3421 Paesanos Pkwy, Suite 200, San Antonio, TX 78231
Phone #: (210) 979-8444 • Fax #: (210) 979-8441
TBPE Firm #: 9513 • TBPLS Firm #: 10122300



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2 OF 3

GENERAL PLAT NOTES:

THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.

NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.

A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.

NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.

PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.

ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.

IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY, ACCESS AND LANDSCAPE EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.

NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL # 48491C0455F FOR WILLIAMSON CO., EFFECTIVE 12/20/2019.

BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE.

SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF HERO WAY AND THE SUBDIVISION SIDE OF HERO WAY. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.

ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.

THIS PLAT CONFORMS TO THE PRELIMINARY PLAT APPROVED BY THE PLANNING & ZONING COMMISSION ON 02/16/2023.

APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.

HARMONY SCHOOL WILL BE THE OWNER AND OPERATOR OF THE SCHOOL ZONE SIGNAGE/RADAR AS SHOWN IN SD-23-0067.

NON-RESIDENTIAL & MULTI-FAMILY PLAT NOTES:

ALL DRIVE LANES, FIRE LANES, AND DRIVEWAYS WITHIN THIS SUBDIVISION SHALL PROVIDE FOR RECIPROCAL ACCESS FOR INGRESS AND EGRESS TO ALL OTHER LOTS WITHIN THE SUBDIVISION AND TO ADJACENT PROPERTIES.

TRAFFIC IMPACT ANALYSIS NOTE:

AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TRAFFIC IMPACT ANALYSIS (TIA), UNLESS A TIA FOR THE ENTIRE DEVELOPMENT INDICATES THAT AVERAGE DAILY TRIPS ARE ESTIMATED BELOW 2,000.

THE STATE OF TEXAS §
COUNTY OF BEXAR §

THAT I, TIM C. PAPPAS, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON-THE-GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCE AND CODES, AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON THE TITLE POLICY PROVIDED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, G.F. NO. CH-7655-1076552100036-JC, EFFECTIVE DATE FEBRUARY 3, 2021, ISSUED DATE JUNE 10, 2021, (NOTHING FURTHER HAS BEEN PROVIDED AS OF THE DATE OF THIS CERTIFICATE) HAVE BEEN SHOWN OR NOTED HEREON.

STATE OF TEXAS REGISTERED TIM C. PAPPAS 5543 PROFESSIONAL LAND SURVEYOR

27 NOV 2023

SIGNATURE AND SEAL OF LICENSED SURVEYOR — DATE

THE STATE OF TEXAS §
COUNTY OF BEXAR §

THAT I, MATTHEW HILBIG, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING, AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.

STATE OF TEXAS MATTHEW M. HILBIG 131150 LICENSED PROFESSIONAL ENGINEER

11/27/23

SIGNATURE AND SEAL OF LICENSED ENGINEER — DATE

DESCRIPTION FOR
A 24.89 ACRE TRACT

A **24.89 ACRE** TRACT OF LAND SITUATED IN THE TALBOT CHAMBERS SURVEY, ABSTRACT 125, CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS, AND BEING A PORTION OF THAT CALLED 27.992 ACRE TRACT OF LAND (TRACT I) AS CONVEYED TO HARMONY PUBLIC SCHOOLS AND RECORDED JUNE 14, 2021 IN DOCUMENT NUMBER 2021088010 IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS (O.P.R.), SAID 24.89 ACRE TRACT BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING AT A ½" IRON ROD FOUND IN THE NORTHERLY RIGHT-OF-WAY OF HERO WAY, ALSO KNOWN AS COUNTY ROAD 269 (VARIABLE WIDTH R.O.W.) FOR THE SOUTHWESTERLY CORNER OF THAT CALLED 6.481 ACRE TRACT OF LAND AS CONVEYED TO CHARLES TODD HOSKINS AND WIFE PATRICIA HOSKINS AND RECORDED JANUARY 6, 2004 IN DOCUMENT NUMBER 2004000861 IN THE O.P.R., AND FOR THE SOUTHEASTERLY CORNER OF A RIGHT-OF-WAY DEDICATION TO WILLIAMSON COUNTY CALLED PARCEL 325, A 3.098 ACRE TRACT OF LAND AS SURVEYED BY BGE, INC. IN APRIL 18, 2023 AND NOT YET RECORDED;

THENCE: S 68°32'11" W, ALONG AND WITH THE CURRENT NORTHERLY RIGHT-OF-WAY OF HERO WAY AND THE SOUTHERLY LINE OF SAID PARCEL 325, A DISTANCE OF 521.24 FEET TO A CALCULATED POINT, FROM WHICH A FOUND ½" IRON ROD BEARS N23° E, A DISTANCE OF 0.57 FEET;

THENCE: S 69°00'35" W, CONTINUING ALONG AND WITH THE CURRENT NORTHERLY RIGHT-OF-WAY OF HERO WAY AND THE SOUTHERLY LINE OF SAID PARCEL 325, A DISTANCE OF 299.86 FEET TO A ½" IRON ROD FOUND FOR THE SOUTHEASTERLY CORNER OF A 60 FEET WIDE ACCESS EASEMENT AS DEDICATED IN VOLUME 2419, PAGE 718 IN THE O.P.R. FOR THE SOUTHWESTERLY CORNER OF SAID PARCEL 325;

THENCE: N 21°03'59" W, ALONG AND WITH THE WESTERLY LINE OF SAID PARCEL 325 AND THE EASTERLY LINE OF SAID ACCESS EASEMENT, A DISTANCE OF 211.71 TO A CALCULATED POINT (FINAL MONUMENTS TO BE SET BY OTHERS) FOR THE NORTHWESTERLY CORNER OF SAID PARCEL 325 AND FOR THE SOUTHWESTERLY CORNER AND **POINT OF BEGINNING** OF THE TRACT DESCRIBED HEREIN;

THENCE: N 21°03'59" W, ALONG AND WITH THE WESTERLY LINE OF SAID 27.992 ACRE TRACT AND THE EASTERLY LINE OF SAID ACCESS EASEMENT, PASSING AT A DISTANCE OF 627.72 FEET A ½" IRON ROD FOUND, AND CONTINUING THE SAME COURSE FOR A TOTAL DISTANCE OF **1277.28 FEET** TO A ½" IRON ROD FOUND FOR THE SOUTHWESTERLY CORNER OF THAT CALLED 19.99 ACRE TRACT OF LAND AS CONVEYED TO MILA J. MILLIORN AND RECORDED JUNE 19, 2006 IN DOCUMENT NUMBER 2006050300 IN THE O.P.R. FOR THE NORTHWESTERLY CORNER OF SAID 27.992 ACRE TRACT AND THE TRACT DESCRIBED HEREIN;

THENCE: N 68°59'51" E, ALONG AND WITH THE NORTHERLY LINE OF SAID 27.992 ACRE TRACT AND THE SOUTHERLY LINE OF SAID 19.99 ACRE TRACT, A DISTANCE OF **387.99 FEET** TO A ½" IRON ROD FOUND;

THENCE: N 69°02'39" E, CONTINUING ALONG AND WITH THE NORTHERLY LINE OF SAID 27.992 ACRE TRACT AND THE SOUTHERLY LINE OF SAID 19.99 ACRE TRACT, A DISTANCE OF **429.61 FEET** TO A ½" IRON ROD FOUND IN THE WESTERLY LINE OF LOT 1, BLOCK R, HOA POND/DE/LIFT STATION, PALMERA RIDGE SECTION 6, A PLAT OF RECORD IN DOCUMENT NUMBER 2020093729 IN THE O.P.R. FOR THE NORTHEASTERLY CORNER OF SAID 27.992 ACRE TRACT AND THE TRACT DESCRIBED HEREIN;

THENCE: S 21°50'07" E, ALONG AND WITH THE EASTERLY LINE OF SAID 27.992 ACRE TRACT AND THE WESTERLY LINE OF SAID LOT 1, BLOCK R, A DISTANCE OF **195.99 FEET** TO A ½" IRON ROD FOUND FOR THE SOUTHWESTERLY CORNER OF SAID LOT 1, BLOCK R, AND FOR THE NORTHWESTERLY CORNER OF THE REMAINDER OF THAT CALLED 13.371 ACRE TRACT OF LAND AS CONVEYED TO CHARLES HOSKINS AND WIFE PATRICIA HOSKINS AND RECORDED MAY 13, 2002 IN DOCUMENT NUMBER 2002036263 IN THE O.P.R.;

THENCE: S 20°55'55" E, ALONG AND WITH THE EASTERLY LINE OF SAID 27.992 ACRE TRACT AND THE WESTERLY LINE OF SAID 13.371 ACRE TRACT, A DISTANCE OF **313.66 FEET** TO A ½" IRON ROD WITH CAP STAMPED JE-GARON 4303 FOUND FOR THE SOUTHWESTERLY CORNER OF SAID 13.371 ACRE TRACT, AND FOR THE NORTHWESTERLY CORNER OF THAT CALLED 3.000 ACRE TRACT OF LAND AS CONVEYED TO DENISE HOSKINS-LEWIS AND ANDREW HOSKINS AND RECORDED SEPTEMBER 30, 2003 IN DOCUMENT NUMBER 2003096590 IN THE O.P.R.;

THENCE: S 21°00'07" E, ALONG AND WITH THE EASTERLY LINE OF SAID 27.992 TRACT AND THE WESTERLY LINE OF SAID 3.000 ACRE TRACT, A DISTANCE OF **136.38 FEET** TO A ½" IRON ROD FOUND;

THENCE: S 20°55'12" E, ALONG AND WITH THE EASTERLY LINE OF SAID 27.992 ACRE TRACT AND THE WESTERLY LINE OF SAID 3.000 ACRE TRACT, A DISTANCE OF **173.55 FEET** TO A ½" IRON ROD WITH CAP STAMPED JE-GARON 4303 FOUND FOR THE SOUTHWESTERLY CORNER OF SAID 3.000 ACRE TRACT, AND FOR THE NORTHWESTERLY CORNER OF SAID 6.481 ACRE TRACT;

THENCE: S 21°15'18" E, ALONG AND WITH THE EASTERLY LINE OF SAID 27.992 ACRE TRACT AND THE WESTERLY LINE OF SAID 6.481 ACRE TRACT, A DISTANCE OF **552.91 FEET** TO A CALCULATED POINT FOR THE MOST NORTHEASTERLY CORNER OF SAID PARCEL 325 AND FOR THE MOST SOUTHEASTERLY CORNER OF THE TRACT DESCRIBED HEREIN;

THENCE: ALONG AND WITH THE NORTHERLY LINES OF SAID PARCEL 325 AND INTO AND ACROSS SAID 27.992 ACRE TRACT, THE FOLLOWING THREE (3) COURSES:

1. **S 75°22'23" W**, A DISTANCE OF **3.80 FEET** TO A CALCULATED POINT;
2. **N 21°13'36" W**, A DISTANCE OF **3.81 FEET** TO A CALCULATED POINT;
3. **S 75°22'23" W**, A DISTANCE OF **822.12 FEET** TO THE **POINT OF BEGINNING** AND CONTAINING **24.89 ACRES OF LAND**, MORE OR LESS, CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS, AND BEING DESCRIBED IN ACCORDANCE WITH A SURVEY PREPARED BY KFW SURVEYING. BEARINGS ARE BASED ON NAD83 TEXAS STATE PLANE CENTRAL ZONE.

APPROVED THIS THE ____ DAY OF ____, 20__ A.D. AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF _____ COUNTY.

DONNIE MAHAN , CHAIRMAN
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

ATTEST: _____
ELLEN COUFAL, SECRETARY
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

THE STATE OF TEXAS §
COUNTY OF HARRIS §

THAT HARMONY PUBLIC SCHOOLS, A TEXAS NON-PROFIT CORPORATION, BEING THE OWNER OF THAT CERTAIN 27.99 ACRE TRACT OF LAND,AS CONVEYED BY DEED OF RECORD IN DOCUMENT NO. 202108810 OF THE OFFICIAL RECORDS OF WILLIAMSON COUNTY, TEXAS DOES HEREBY DEDICATES TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL ROW, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS HARMONY PUBLIC SCHOOLS SUBDIVISION.

HARMONY PUBLIC SCHOOLS
DR. NIHAT BAYHAN
DEPUTY SUPERINTENDENT

THE STATE OF TEXAS §
COUNTY OF HARRIS §

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE 10 DAY OF November 2023, PERSONALLY APPEARED, DR. NIHAT BAYHAN, AS CHIEF FINANCIAL OFFICER OF HARMONY PUBLIC SCHOOLS, A TEXAS NON-PROFIT CORPORATION, ON BEHALF OF SAID HARMONY PUBLIC SCHOOLS, A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 10 DAY OF 11 2023.

Amine. E
NOTARY PUBLIC-STATE OF TEXAS

PRINTED NAME: AMINE ELHIYAT
MY COMMISSION EXPIRES: 12/02/2024

AMINE EL HIYAT
Notary Public, State of Texas
Comm. Expires 12-02-2024
Notary ID 132807079

THE STATE OF TEXAS §
COUNTY OF Harris §

BY SIGNING THIS PLAT, FOR AND IN CONSIDERATION OF THE SUM OF TEN DOLLARS ($10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION, THE SUFFICIENCY AND RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED, THE UNDERSIGNED HEREBY RELEASES THE RIGHTS-OF-WAY, STREETS, ALLEYS, EASEMENTS, PARKS, AND OTHER OPEN SPACES DEDICATED TO THE CITY OR TO PUBLIC USE SET FORTH ON THIS PLAT, FROM ANY DEED OF TRUST, VENDOR'S LIEN, OR OTHER TYPE OF LIEN OR NOTE ON THE PROPERTY OWNED BY THE LIEN HOLDER, INCLUDING BUT NOT LIMITED TO THE NOTE AND LIEN DESCRIBED IN THE INSTRUMENT ENTITLED ____, DATED _____, FILED OF RECORD IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS IN DOCUMENT NO. 202108810.

LIENHOLDER NAME: REGIONS BANK
NAME: DOUG MILNER
TITLE: SENIOR VICE PRESIDENT

THE STATE OF TEXAS §
COUNTY OF Harris §

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE 16 DAY OF Nov, 20 23, PERSONALLY APPEARED, R. Douglas Milner, AS SVP OF Regions Bank, A _____, ON BEHALF OF SAID _____, A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATION THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16 DAY OF NOV 20 23

Edith J. Cannon
NOTARY PUBLIC-STATE OF Texas

PRINTED NAME: Edith J. Cannon
MY COMMISSION EXPIRES: 10-16-2023

NOTARY PUBLIC STATE OF TEXAS
EDITH J. CANNON
NOTARY PUBLIC-STATE OF TEXAS
ID # 13176705-1
COMM. EXP 10-16-2026

THE STATE OF TEXAS §
KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF WILLIAMSON §

I, NANCY RISTER, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE DAY OF _____, 20____, AD, AT _____ O'CLOCK, ____M, AND DULY RECORDED THIS THE DAY OF _____, 20____, AD, AT _____ O'CLOCK _____M, IN THE PLAT RECORDS OF SAID COUNTY IN INSTRUMENT NO. _____.
TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.
NANCY RISTER, CLERK COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

BY: _____ DEPUTY

JOB NO. 874-03-02

3 OF 3

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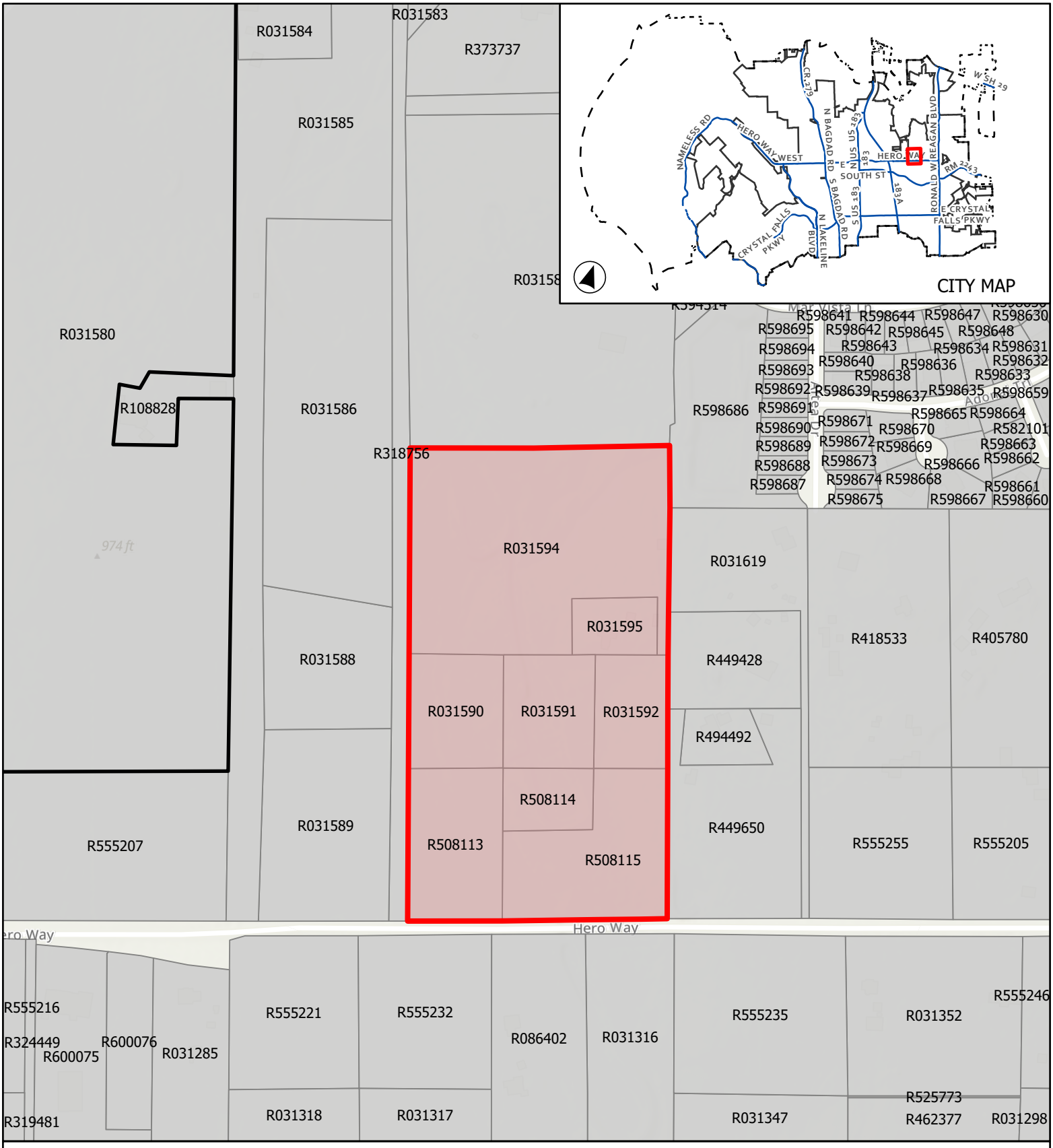
THIS DOCUMENT HAS BEEN PRODUCED FROM MATERIAL THAT WAS STORED AND/OR TRANSMITTED ELECTRONICALLY AND MAY HAVE BEEN INADVERTENTLY ALTERED. RELY ONLY ON FINAL HARDCOPY MATERIALS BEARING THE CONSULTANT'S ORIGINAL SIGNATURE AND SEAL.



CASE: FP-23-0050 **ATTACHMENT 2** **HARMONY PUBLIC SCHOOLS**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 190 380

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case FP-23-0063 regarding Travisso Phase 3, Section 10 Final Plat on one (1) parcel of land approximately 52.309 acres ± in size, more particularly described by Travis County Central Appraisal District Parcel 844740; generally located north of Portobello Road and east of Gilded Crest Drive, Leander, Travis County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the final plat satisfies the applicable regulations without requesting any variances.

This final plat includes thirty (30) residential lots, two (2) parkland/drainage lots, and two (2) detention/water quality lots. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:
10/08/2020 – Preliminary Plat Approved

APPLICANT/AGENT:
Pape-Dawson (Aimee Chavez) on behalf of Toll Austin TX II, LLC (Mike Boswell)

RECOMMENDATION:
Jason Pho, Assistant Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

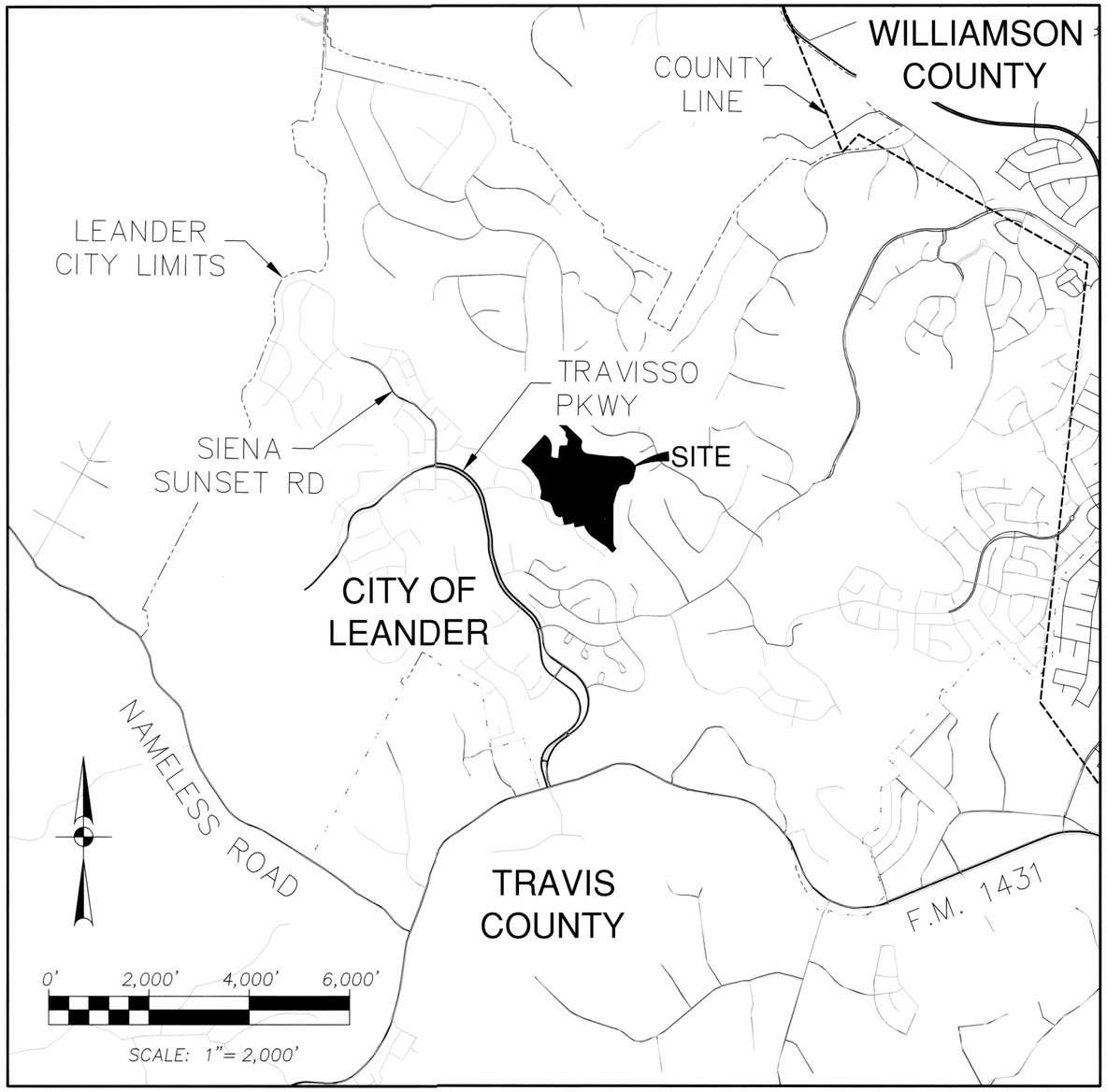
1. FP-23-0063 Att 1 Travisso Ph 3, Sec 10 Final Plat

2. FP-23-0063 Att 2 Travisso Ph 3, Sec 10 - Location Map

FINAL PLAT
OF
TRAVISSO PHASE 3, SECTION 10

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWNES SURVEY, SECTION NO. 71, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY, TEXAS.

LOCATION MAP



OWNER: TOLL AUSTIN TX II, LLC.
1140 VIRGINIA DRIVE.
FORT WASHINGTON, PA 19034

SURVEYOR: PAPE-DAWSON CONSULTING ENGINEERS, LLC.
10801 N MOPAC EXPY.
BLDG. 3, SUITE 200
AUSTIN, TX 78759
(512) 454-8711 P
(512) 459-8867 F

ENGINEER: PAPE-DAWSON CONSULTING ENGINEERS, LLC.
10801 N MOPAC EXPY.
BLDG. 3, SUITE 200
AUSTIN, TX 78759
(512) 454-8711 P
(512) 459-8867 F

FILING DATE: MARCH 22, 2023

LEGEND

AC.	ACRES
DOC. NO.	DOCUMENT NUMBER
P.O.B.	POINT OF BEGINNING
O.P.R.T.C.	OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS
FD.	FOUND
I.R.	IRON ROD
PUE	PUBLIC UTILITY EASEMENT
DE	DRAINAGE EASEMENT
DP	DETENTION POND
BMPE	BEST MANAGEMENT PRACTICE EASEMENT
HOA	HOMEOWNERS ASSOCIATION
ROW	RIGHT OF WAY
WQP	WATERWAY QUALITY POND
RWE	RECLAIMED WATER EASEMENT
LL	LANDSCAPE LOT
LS	LIFT STATION
MUD	MUNICIPAL UTILITY DISTRICT
WBZE	WATERWAY BUFFER ZONE EASEMENT
WWE	WASTEWATER EASEMENT
	EXISTING PHASES
	PLAT BOUNDARY
	4' SIDEWALK REQUIRED
	FEMA 1% ANNUAL CHANCE FLOODPLAIN
	WATERWAY BUFFER ZONE EASEMENT
●	FOUND 1/2" IRON ROD W/ PAPE-DAWSON CAP (UNLESS NOTED OTHERWISE)
○	SET 1/2" IRON ROD W/ PAPE-DAWSON CAP

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2: OVERALL SHEET
SHEET 3: FINAL PLAT SHEET
SHEET 4: FINAL PLAT SHEET
SHEET 5: FINAL PLAT SHEET
SHEET 6: FINAL PLAT SHEET
SHEET 7: NOTES AND TABLES
SHEET 8: EASEMENT DETAIL
SHEET 9: EASEMENT DETAIL
SHEET 10: METES AND BOUNDS DESCRIPTION
SHEET 11: SIGNATURES

LOT SUMMARY

TOTAL ACREAGE:		56.342 ACRES
RIGHT-OF-WAY ACREAGE:		4.033 ACRES
TOTAL NUMBER OF BLOCKS:	4	
RESIDENTIAL DISTRICT LOTS:	30	22.772 ACRES
MUD BMPE/DE/WQP LOTS:	1	7.193 ACRES
MUD LL/PARKLAND:	1	0.947 ACRES
MUD DE/LL/PARKLAND:	1	10.621 ACRES
MUD BMPE/DE/DP/LS/WQP/WWE:	1	10.776 ACRES
TOTAL LOT ACREAGE:		52.309 ACRES

LINEAR FEET OF NEW STREET

NORMANDY VIEW:	1353 LF
TORCELLO COVE:	1090 LF
SALENTO COVE:	801 LF

BEARINGS ARE BASED ON THE ON THE NORTH AMERICAN DATUM OF 1983 NAD 83 (NA 2011), EPOCH 2010.00, FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE CENTRAL ZONE.

COMBINED SCALE FACTOR:
0.999880014

BENCHMARKS:
BENCHMARK ELEVATIONS ARE BASED ON NAVD88, GEOID 03

BENCHMARK No. 100
SET CHISEL SQUARE ON ROCK OUTCROP
GRID N: 10166920.2'
GRID E: 3059099.5'
ELEV: 1081.04'

BENCHMARK No. 101
SET CHISEL SQUARE ON NORTHEAST CORNER OF CONCRETE OF SANITARY SEWER MANHOLE
GRID N: 10164948.9'
GRID E: 3060774.2'
ELEV: 1035.18'

PAPE-DAWSON ENGINEERS
AUSTIN | SAN ANTONIO | HOUSTON | FORT WORTH | DALLAS
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TBPE FIRM REGISTRATION #470 | TBPLS FIRM REGISTRATION #10028801

TRAVISSO PHASE 3, SECTION 10
Survey Job No. 51278-01

Date: Sep 19, 2023, 3:21pm User ID: DRodriguez
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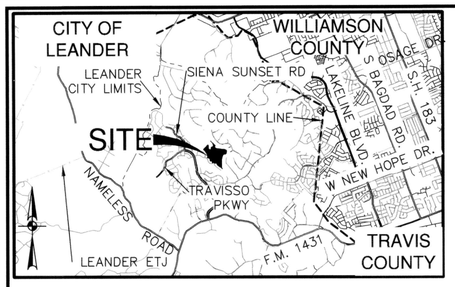

LOCATION MAP

SCALE: 1" = 10,000'

FINAL PLAT
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0' 300' 600' 900'

SCALE: 1"= 300'

LEGEND

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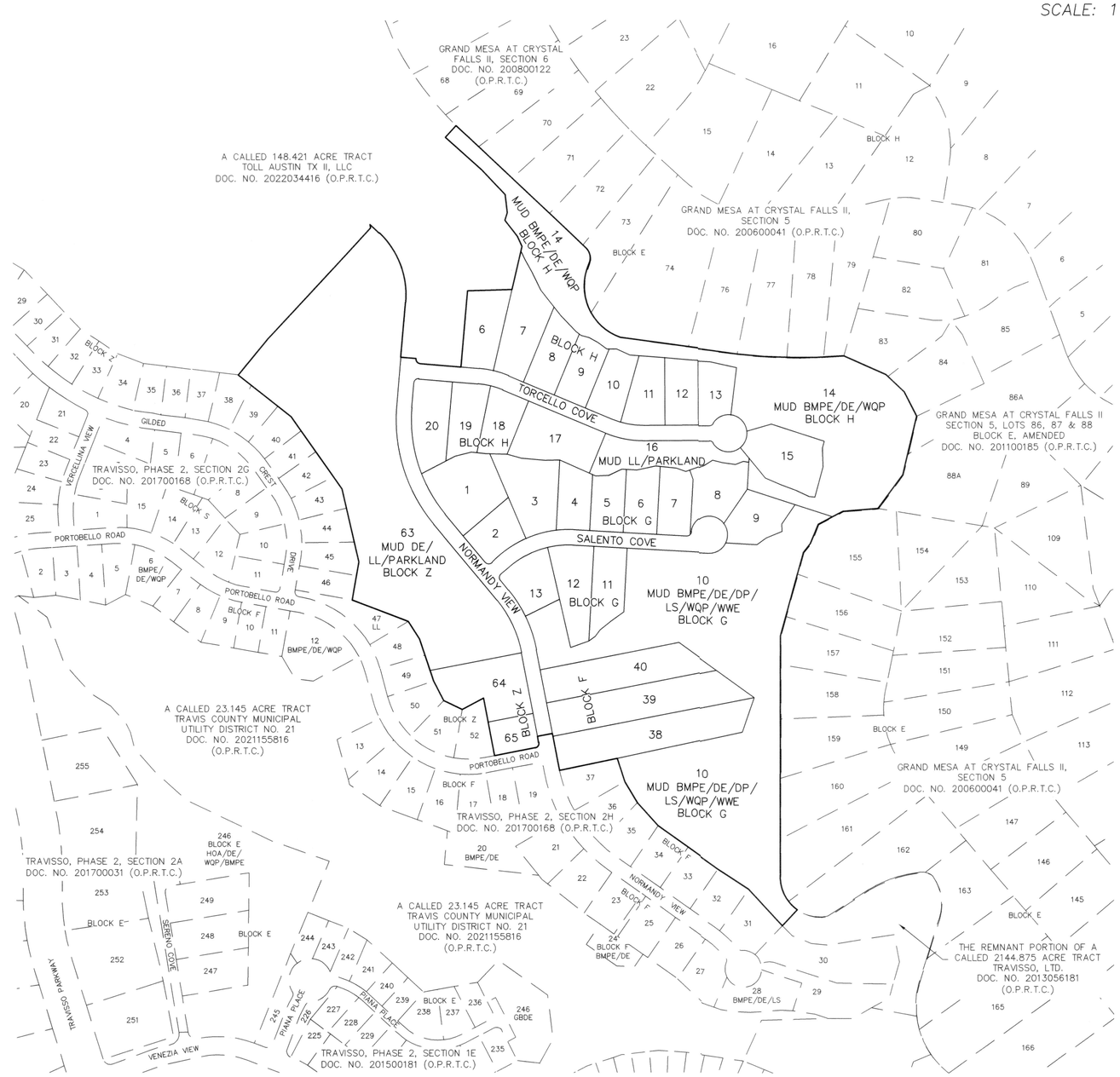

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10801 N MOPAC EXPY, BLDG 3, STE 200 | AUSTIN, TX 78759 | 512.454.8711

TBPE FIRM REGISTRATION #470 | TBPLS FIRM REGISTRATION #10028801

TRAVISSO PHASE 3, SECTION 10

Survey Job No. 51278-01

Date: Sep 27, 2023, 1:33pm User ID: DBrodrigues
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0' 100' 200' 300'

SCALE: 1"= 100'

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SALENTO COVE (50' ROW)

NORMANDY VIEW (50' ROW)

PORTOBELLO ROAD (50' ROW)

BLOCK F

BLOCK G

BLOCK Z

C.S. MASON SURVEY
SECTION NO. 204
ABSTRACT NO. 2551

TRAVISSO, PHASE 2, SECTION 2H
DOC. NO. 201700168 (O.P.R.T.C.)

A CALLED 23.145 ACRE TRACT
TRAVIS COUNTY MUNICIPAL
UTILITY DISTRICT NO. 21
DOC. NO. 2021155816
(O.P.R.T.C.)

63
MUD DE/
LL/PARKLAND
BLOCK Z

10
MUD BMPE/DE/DP/
LS/WQP/WWE
BLOCK G

12
BMPE/DE/WQP

20
BMPE/DE

MATCHLINE - SEE SHEET 4 OF 11

GRAND MESA AT CRYSTAL FALLS II, SECTION 5
DOC. NO. 200600041 (O.P.R.T.C.)

FEMA 1% ANNUAL CHANCE FLOODPLAIN

WBZE
SEE SHEET 8 OF 11

S0°05'34"W ~ 769.04'

S78°10'30"W ~ 193.63'

P.O.B.

~166.3' +/- TO ORIGINAL CORNER OF J.M. FRAME SURVEY (S15°02'48"W)

N78°10'30"E 420.65'

N79°05'25"E 569.33'

N79°05'25"E 674.76'

N79°05'25"E 150.00'

N10°54'35"W ~ 276.36'

S10°54'35"E 276.36'

N54°41'39"W 463.90'

N54°41'39"W 152.37'

N19°27'20"E 119.68'

305.43'

200.95'

110.00'

100.17'

75.41'

9.83'

50.00'

20.00'

135.00'

115.72'

79.85'

79.85'

80.02'

101.70'

120.00'

120.00'

120.00'

120.08'

182.49'

138.06'

71.26'

L1 L2 L3 L4 L5 L6 L7 L8 L36 L37 L38 L39 L40 L41 L111

C1 C2 C3 C5

10' P.U.E.

2.5' P.U.E.

10' P.U.E.

2.5' P.U.E.

2.5' P.U.E.

2.5

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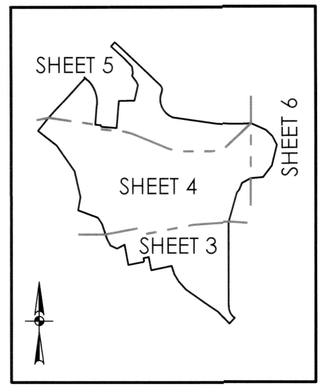

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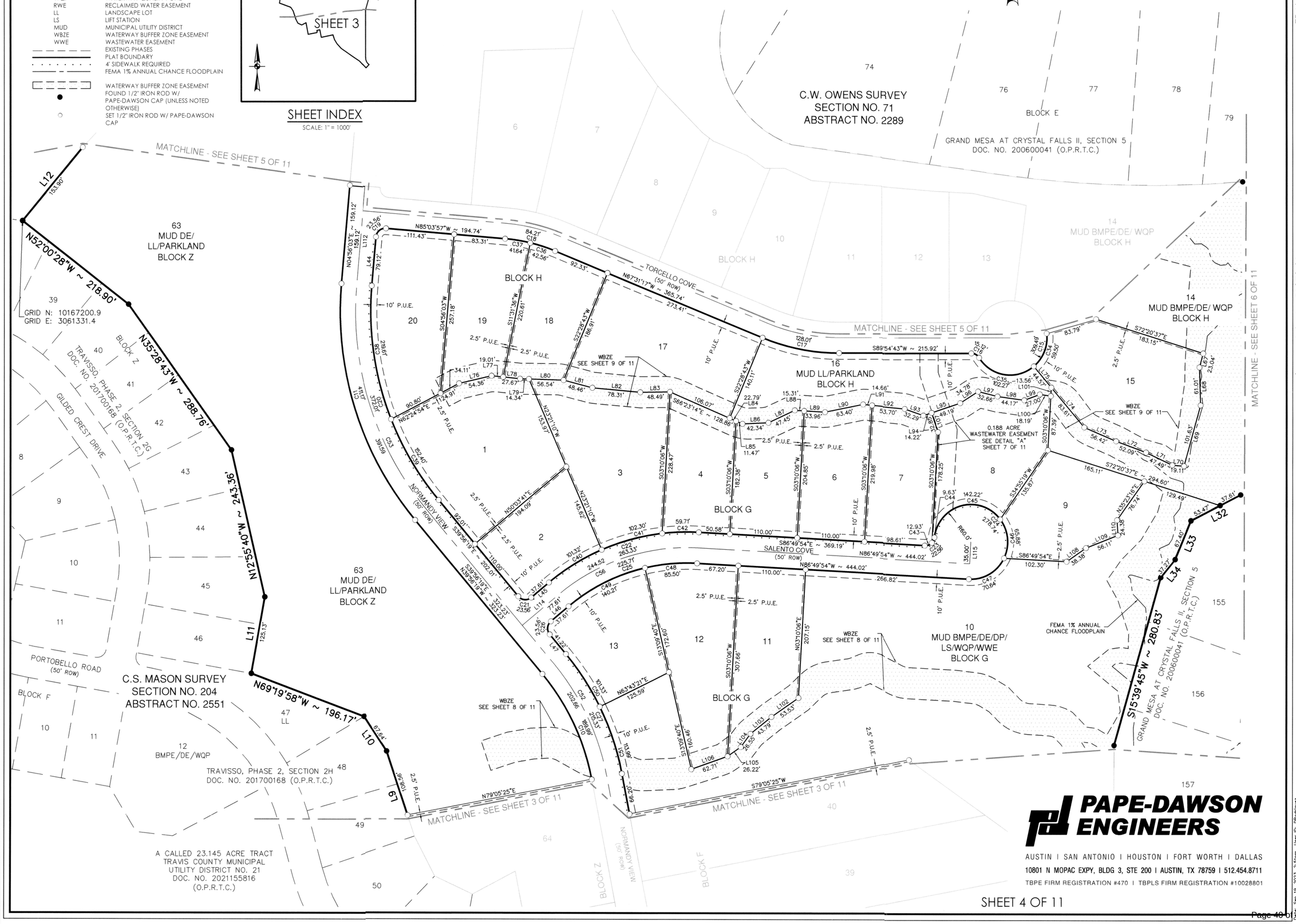

PAPE-DAWSON ENGINEERS

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TBPE FIRM REGISTRATION #470 | TBPLS FIRM REGISTRATION #10028801

SHEET 4 OF 11

TRAVISSO PHASE 3, SECTION 10

Survey Job No. 51278-01

Date: Sep 19, 2023, 2:51pm User ID: DRodriguez
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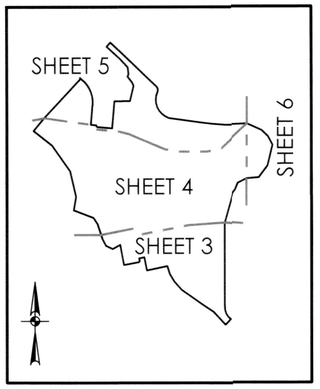

SHEET INDEX
SCALE: 1" = 1000'

0' 100' 200' 300'
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GRID N: 10168010.6
GRID E: 3062047.3

GRAND MESA AT CRYSTAL FALLS II, SECTION 6
DOC. NO. 200800122 (O.P.R.T.C.)

GRAND MESA AT CRYSTAL FALLS II, SECTION 5
DOC. NO. 200600041 (O.P.R.T.C.)

A CALLED 148.421 ACRE TRACT
TOLL AUSTIN TX II, LLC
DOC. NO. 2022034416 (O.P.R.)

C.S. MASON SURVEY
SECTION NO. 204
ABSTRACT NO. 2551

C.W. OWENS SURVEY
SECTION NO. 71
ABSTRACT NO. 2289

C.W. OWENS SURVEY
SECTION NO. 71
ABSTRACT NO. 2289

TRAVISSO, PHASE 2, SECTION 2G
DOC. NO. 201700168 (O.P.R.T.C.)

BLOCK H
BLOCK Z
BLOCK E
BLOCK G

MUD BMPE/DE/ WQP
MUD DE/ LL/PARKLAND
MUD LL/PARKLAND

FEMA 1% ANNUAL CHANCE FLOODPLAIN

WBZE SEE SHEET 9 OF 11

TORCELLO COVE (50' ROW)
NORMANDY VIEW (50' ROW)
GILDED CREST DRIVE

MATCHLINE - SEE SHEET 4 OF 11

S46°48'19"E ~ 525.24'
S82°08'11"E ~ 302.66'
S67°31'17"E ~ 365.74'
N43°14'50"E ~ 491.94'
N4°56'03"E ~ 249.38'
N89°54'43"E ~ 215.92'
N89°54'43"E ~ 279.36'
N74°05'44"E

PAPE-DAWSON ENGINEERS
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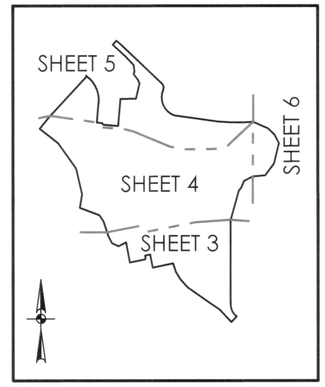

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LINE TABLE		
LINE #	BEARING	LENGTH
L1	N10°54'35"W	115.72'
L2	S79°05'25"W	50.00'
L3	S10°54'35"E	20.00'
L4	S79°05'25"W	135.00'
L5	N10°54'35"W	190.00'
L6	S61°55'22"W	78.94'
L7	N64°45'47"W	68.04'
L8	N27°16'43"W	72.33'
L9	N18°30'09"W	144.00'
L10	N33°19'36"W	67.64'
L11	N10°00'13"E	125.13'
L12	N39°29'22"E	153.90'
L13	N10°29'01"W	11.68'
L14	S46°45'10"E	41.15'
L15	S04°56'03"W	179.99'
L16	S85°03'57"E	50.00'
L17	S85°03'57"E	135.00'
L18	N88°24'06"E	146.06'
L19	N13°09'13"E	143.92'
L20	N25°20'51"W	34.44'
L21	N37°34'47"W	66.47'
L22	N18°32'54"E	25.84'
L23	N07°36'10"W	59.55'
L24	N43°35'17"W	111.64'
L25	N48°02'42"W	159.28'
L26	N43°14'50"E	51.56'
L27	S66°17'40"E	151.27'
L28	S46°49'51"E	82.50'
L29	S27°40'36"E	88.95'
L30	S36°58'02"W	135.93'
L31	S85°18'54"W	115.47'
L32	S62°53'22"W	91.07'
L33	S22°24'21"W	67.40'
L34	S38°55'01"W	37.27'
L35	S43°30'15"W	71.20'
L36	N43°04'31"W	162.49'
L37	N57°07'32"W	120.08'
L38	N55°04'22"W	120.00'
L39	N55°04'22"W	120.00'
L40	N42°07'26"W	101.70'
L41	N31°07'03"W	80.02'
L42	N18°08'20"W	79.85'
L43	S85°03'57"E	59.74'
L44	S04°56'03"W	79.12'
L45	N50°03'41"E	37.61'
L46	S50°03'41"W	37.61'
L47	S39°56'19"E	41.22'
L48	S25°45'39"E	32.56'
L49	S29°04'00"E	46.98'
L50	S26°09'43"E	65.01'
L51	S35°36'57"E	71.21'
L52	S43°41'05"E	35.32'
L53	S44°17'42"E	70.84'
L54	S53°11'19"E	13.00'
L55	S53°11'19"E	7.88'
L56	S66°56'27"E	60.25'
L57	S54°27'16"E	35.14'
L58	N89°56'59"E	8.54'
L59	N89°56'59"E	23.66'
L60	S65°33'34"E	48.30'

LINE TABLE		
LINE #	BEARING	LENGTH
L61	S85°34'53"E	30.39'
L62	S85°02'01"E	9.52'
L63	S85°02'01"E	30.22'
L64	S85°01'58"E	52.15'
L65	S86°38'01"E	28.00'
L66	S86°38'01"E	40.19'
L67	S15°15'58"W	23.04'
L68	S01°46'36"E	61.01'
L69	S15°25'05"W	101.63'
L70	N85°04'06"W	19.11'
L71	N64°33'17"W	47.49'
L72	N69°33'21"W	52.09'
L73	N66°47'25"W	56.42'
L74	N39°58'46"W	83.61'
L75	N39°58'46"W	44.57'
L76	N76°54'04"E	54.36'
L77	S84°12'12"E	19.01'
L78	S84°12'12"E	27.67'
L79	S88°12'12"E	14.34'
L80	S88°12'12"E	56.54'
L81	S75°18'54"E	48.46'
L82	S84°41'23"E	78.31'
L83	N89°08'46"E	48.49'
L84	S66°23'14"E	22.79'
L85	S66°23'14"E	11.47'
L86	N87°39'09"E	42.34'
L87	N64°55'18"E	47.45'
L88	S86°37'43"E	15.31'
L89	S86°37'43"E	33.96'
L90	N78°43'45"E	63.40'
L91	S84°39'29"E	14.66'
L92	S84°39'29"E	53.70'
L93	S70°15'09"E	32.29'
L94	N71°24'49"E	14.22'
L95	N71°24'49"E	49.19'
L96	N57°24'43"E	34.78'
L97	S75°49'12"E	32.66'
L98	S81°58'10"E	44.17'
L99	N69°31'36"E	27.00'
L100	S81°45'22"E	18.19'
L101	S03°10'06"W	13.56'
L102	N55°15'41"E	53.53'
L103	N51°19'24"E	43.79'
L104	N36°15'11"E	26.55'
L105	N55°06'42"E	26.22'
L106	N70°36'32"E	62.71'
L107	S18°35'11"E	32.85'
L108	N55°07'10"E	38.38'
L109	N68°38'16"E	56.11'
L110	N03°30'16"W	24.38'
L111	S10°54'35"E	276.36'
L112	S04°56'03"W	159.12'
L113	S85°03'57"E	234.74'
L114	S50°03'41"W	77.61'
L115	S03°10'06"W	35.00'
L116	N89°54'43"E	30.00'
L117	S00°05'17"E	30.74'
L118	N00°05'17"W	35.62'

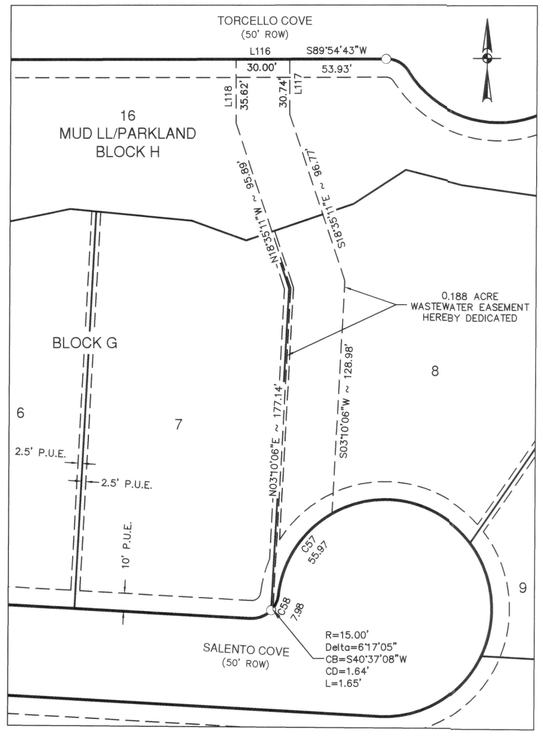
CURVE TABLE					
CURVE #	RADIUS	DELTA	CHORD BEARING	CHORD	LENGTH
C1	450.00'	000°54'55"	N11°22'03"W	7.19'	7.19'
C2	15.00'	090°00'00"	S34°05'25"W	21.21'	23.56'
C3	275.00'	051°41'14"	S20°54'34"E	239.75'	248.08'
C4	15.00'	090°00'00"	S40°03'57"E	21.21'	23.56'
C5	1055.35'	003°15'47"	S47°41'10"E	60.09'	60.10'
C6	44.97'	068°42'09"	S08°42'55"E	50.74'	53.92'
C7	176.20'	094°45'08"	S23°12'17"E	259.30'	291.39'
C8	1812.96'	013°48'19"	S87°40'39"E	435.77'	436.83'
C9	130.47'	060°37'41"	S25°10'30"E	131.71'	138.06'
C10	375.00'	029°01'44"	N25°25'27"W	187.97'	189.99'
C11	525.00'	044°52'23"	N17°30'08"W	400.74'	411.17'
C12	325.00'	017°32'40"	S76°17'37"E	99.13'	99.52'
C13	275.00'	022°34'00"	S78°48'17"E	107.61'	108.31'
C14	15.00'	057°46'09"	N61°01'39"E	14.49'	15.12'
C15	60.00'	295°32'17"	S00°05'17"E	64.00'	309.49'
C16	15.00'	057°46'09"	N61°12'12"W	14.49'	15.12'
C17	325.00'	022°34'00"	N78°48'17"W	127.18'	128.01'
C18	275.00'	017°32'40"	N76°17'37"W	83.88'	84.21'
C19	15.00'	090°00'00"	S49°56'03"W	21.21'	23.56'
C20	475.00'	044°52'23"	S17°30'08"E	362.58'	372.01'
C21	15.00'	090°00'00"	S84°56'19"E	21.21'	23.56'
C22	350.00'	043°06'25"	N71°36'53"E	257.16'	263.33'
C23	15.00'	086°10'39"	N50°04'47"E	20.49'	22.56'
C24	60.00'	266°10'39"	S39°55'13"E	87.64'	278.74'
C25	300.00'	043°06'25"	S71°36'53"W	220.42'	225.71'
C26	15.00'	090°00'00"	S05°03'41"W	21.21'	23.56'
C27	425.00'	029°01'44"	S25°25'27"E	213.03'	215.33'
C28	325.00'	008°13'10"	N80°57'22"W	46.58'	46.62'
C29	325.00'	009°19'30"	N72°11'02"W	52.84'	52.89'
C30	275.00'	006°40'49"	N70°51'41"W	32.04'	32.06'
C31	275.00'	015°53'11"	N82°08'41"W	76.01'	76.25'
C32	60.00'	064°52'27"	S64°34'48"W	64.36'	67.94'
C33	60.00'	076°11'19"	N44°53'19"W	74.03'	79.78'
C34	60.00'	056°48'54"	N21°36'47"E	57.09'	59.50'
C35	60.00'	097°39'38"	S81°08'57"E	90.33'	102.27'
C36	275.00'	008°52'05"	S71°57'19"E	42.52'	42.56'
C37	275.00'	008°40'35"	S80°43'39"E	41.60'	41.64'
C38	475.00'	026°29'24"	N08°18'39"W	217.66'	219.61'
C39	475.00'	018°22'59"	N30°44'50"W	151.75'	152.40'
C40	350.00'	016°35'09"	S58°21'15"W	100.96'	101.32'
C41	350.00'	016°44'46"	S75°01'13"W	101.93'	102.30'
C42	350.00'	009°46'30"	S88°16'51"W	59.64'	59.71'
C43	15.00'	049°24'25"	S68°27'53"W	12.54'	12.93'
C44	15.00'	036°46'14"	S25°22'34"W	9.46'	9.63'
C45	60.00'	135°48'33"	S74°53'44"W	111.19'	142.22'
C46	60.00'	062°54'31"	N05°44'44"W	62.62'	65.88'
C47	60.00'	067°27'35"	N59°26'19"E	66.63'	70.64'
C48	300.00'	016°19'46"	N85°00'13"E	85.21'	85.50'
C49	300.00'	026°46'39"	N63°27'00"E	138.93'	140.21'
C50	425.00'	013°39'40"	N33°06'29"W	101.09'	101.33'
C51	425.00'	015°22'04"	N18°35'37"W	113.65'	113.99'
C52	400.00'	029°01'44"	S25°25'27"E	200.50'	202.66'
C53	500.00'	044°52'23"	S17°30'08"E	381.66'	391.59'
C54	300.00'	017°32'40"	S76°17'37"E	91.50'	91.86'
C55	300.00'	022°34'00"	S78°48'17"E	117.40'	118.16'
C56	325.00'	043°06'25"	S71°36'53"W	238.79'	244.52'
C57	60.00'	053°26'42"	S33°42'48"W	53.96'	55.97'
C58	15.00'	030°29'08"	S22°14'01"W	7.89'	7.98'

BLOCK F		
LOT #	AREA (SQ. FT.)	LOT TYPE
38	69,570	RESIDENTIAL
39	68,425	RESIDENTIAL
40	56,828	RESIDENTIAL

BLOCK G		
LOT #	AREA (SQ. FT.)	LOT TYPE
1	46,425	RESIDENTIAL
2	22,398	RESIDENTIAL
3	40,750	RESIDENTIAL
4	22,418	RESIDENTIAL
5	20,774	RESIDENTIAL
6	23,235	RESIDENTIAL
7	23,547	RESIDENTIAL
8	30,096	RESIDENTIAL
9	26,703	RESIDENTIAL
10	469,393	MUD BMPE/DE/DP/LS/WQP/WWE
11	28,000	RESIDENTIAL
12	34,274	RESIDENTIAL
13	26,465	RESIDENTIAL

BLOCK H		
LOT #	AREA (SQ. FT.)	LOT TYPE
6	32,335	RESIDENTIAL
7	42,243	RESIDENTIAL
8	25,989	RESIDENTIAL
9	23,176	RESIDENTIAL
10	24,313	RESIDENTIAL
11	25,637	RESIDENTIAL
12	23,584	RESIDENTIAL
13	21,650	RESIDENTIAL
14	313,335	MUD BMPE/DE/WQP
15	42,270	RESIDENTIAL
16	41,264	MUD LL/PARKLAND
17	42,765	RESIDENTIAL
18	23,577	RESIDENTIAL
19	26,080	RESIDENTIAL
20	33,326	RESIDENTIAL

BLOCK Z		
LOT #	AREA (SQ. FT.)	LOT TYPE
63	462,671	MUD DE/LL/PARKLAND
64	48,525	RESIDENTIAL
65	16,513	RESIDENTIAL



DETAIL "A"

SCALE: 1" = 60'

PAPE-DAWSON ENGINEERS

AUSTIN I SAN ANTONIO I HOUSTON I FORT WORTH I DALLAS

10801 N MOPAC EXPY, BLDG 3, STE 200 I AUSTIN, TX 78759 I 512.454.8711

TBPE FIRM REGISTRATION #470 I TBPLS FIRM REGISTRATION #10028801

Survey Job No. 51278-01

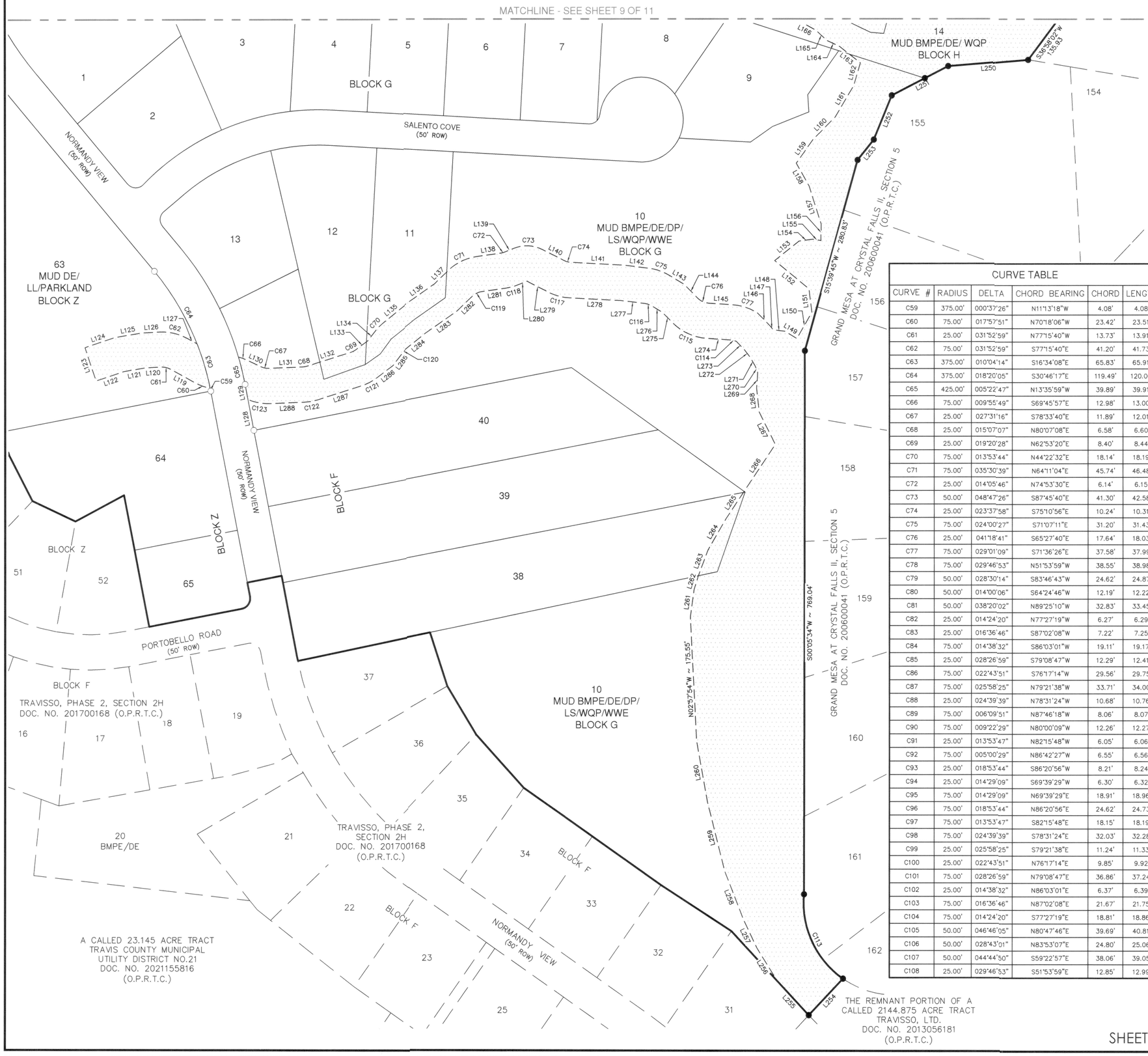
Date: Sep 19, 2023, 2:54pm User ID: DRodriguez
File No: G:\Survey\DWG\51278-01\Plat\Travisso Phase 3 Section 9&10\PLS\51278-01_TravissoPh3Sec10.dwg

FINAL PLAT
OF
TRAVISSO PHASE 3, SECTION 10

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWNES SURVEY, SECTION NO. 71, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY, TEXAS.

0' 100' 200' 300'

SCALE: 1"= 100'



CURVE TABLE					
CURVE #	RADIUS	DELTA	CHORD BEARING	CHORD	LENGTH
C59	375.00'	000°37'26"	N11°13'18"W	4.08'	4.08'
C60	75.00'	017°57'51"	N70°18'06"W	23.42'	23.51'
C61	25.00'	031°52'59"	N77°15'40"W	13.73'	13.91'
C62	75.00'	031°52'59"	S77°15'40"E	41.20'	41.73'
C63	375.00'	010°04'14"	S16°34'08"E	65.83'	65.91'
C64	375.00'	018°20'05"	S30°46'17"E	119.49'	120.00'
C65	425.00'	005°22'47"	N13°35'59"W	39.89'	39.91'
C66	75.00'	009°55'49"	S69°45'57"E	12.98'	13.00'
C67	25.00'	027°31'16"	S78°33'40"E	11.89'	12.01'
C68	25.00'	015°07'07"	N80°07'08"E	6.58'	6.60'
C69	25.00'	019°20'28"	N62°53'20"E	8.40'	8.44'
C70	75.00'	013°53'44"	N44°22'32"E	18.14'	18.19'
C71	75.00'	035°30'39"	N64°11'04"E	45.74'	46.48'
C72	25.00'	014°05'46"	N74°53'30"E	6.14'	6.15'
C73	50.00'	048°47'26"	S87°45'40"E	41.30'	42.58'
C74	25.00'	023°37'58"	S75°10'56"E	10.24'	10.31'
C75	75.00'	024°00'27"	S71°07'11"E	31.20'	31.43'
C76	25.00'	041°18'41"	S65°27'40"E	17.64'	18.03'
C77	75.00'	029°01'09"	S71°36'26"E	37.58'	37.99'
C78	75.00'	029°46'53"	N51°53'59"W	38.55'	38.98'
C79	50.00'	028°30'14"	S83°46'43"W	24.62'	24.87'
C80	50.00'	014°00'06"	S64°24'46"W	12.19'	12.22'
C81	50.00'	038°20'02"	N89°25'10"W	32.83'	33.45'
C82	25.00'	014°24'20"	N77°27'19"W	6.27'	6.29'
C83	25.00'	016°36'46"	S87°02'08"W	7.22'	7.25'
C84	75.00'	014°38'32"	S86°03'01"W	19.11'	19.17'
C85	25.00'	028°26'59"	S79°08'47"W	12.29'	12.41'
C86	75.00'	022°43'51"	S76°17'14"W	29.56'	29.75'
C87	75.00'	025°58'25"	N79°21'38"W	33.71'	34.00'
C88	25.00'	024°39'39"	N78°31'24"W	10.68'	10.76'
C89	75.00'	006°09'51"	N87°46'18"W	8.06'	8.07'
C90	75.00'	009°22'29"	N80°00'09"W	12.26'	12.27'
C91	25.00'	013°53'47"	N82°15'48"W	6.05'	6.06'
C92	75.00'	005°00'29"	N86°42'27"W	6.55'	6.56'
C93	25.00'	018°53'44"	S86°20'56"W	8.21'	8.24'
C94	25.00'	014°29'09"	S69°39'29"W	6.30'	6.32'
C95	75.00'	014°29'09"	N69°39'29"E	18.91'	18.96'
C96	75.00'	018°53'44"	N86°20'56"E	24.62'	24.73'
C97	75.00'	013°53'47"	S82°15'48"E	18.15'	18.19'
C98	75.00'	024°39'39"	S78°31'24"E	32.03'	32.28'
C99	25.00'	025°58'25"	S79°21'38"E	11.24'	11.33'
C100	25.00'	022°43'51"	N76°17'14"E	9.85'	9.92'
C101	75.00'	028°26'59"	N79°08'47"E	36.86'	37.24'
C102	25.00'	014°38'32"	N86°03'01"E	6.37'	6.39'
C103	75.00'	016°36'46"	N87°02'08"E	21.67'	21.75'
C104	75.00'	014°24'20"	S77°27'19"E	18.81'	18.86'
C105	50.00'	046°46'05"	N80°47'46"E	39.69'	40.81'
C106	50.00'	028°43'01"	N83°53'07"E	24.80'	25.06'
C107	50.00'	044°44'50"	S59°22'57"E	38.06'	39.05'
C108	25.00'	029°46'53"	S51°53'59"E	12.85'	12.99'

CURVE TABLE					
CURVE #	RADIUS	DELTA	CHORD BEARING	CHORD	LENGTH
C109	1055.38'	003°15'46"	S47°41'10"E	60.09'	60.10'
C110	44.97'	066°22'07"	S09°52'56"E	49.22'	52.09'
C111	176.20'	095°20'52"	S22°54'25"E	260.54'	293.22'
C112	1812.96'	013°48'19"	S87°40'39"E	435.77'	436.83'
C113	130.47'	060°37'53"	S25°10'31"E	131.71'	138.06'
C114	25.00'	019°45'56"	N76°14'02"W	8.58'	8.62'
C115	75.00'	041°18'41"	N65°27'40"W	52.91'	54.08'
C116	25.00'	024°00'27"	N71°07'11"W	10.40'	10.48'
C117	75.00'	023°37'58"	N75°10'56"W	30.72'	30.94'
C118	75.00'	014°05'46"	S74°53'30"W	18.41'	18.45'
C119	25.00'	035°30'39"	S64°11'04"W	15.25'	15.49'
C120	25.00'	013°53'44"	S44°22'32"W	6.05'	6.06'
C121	75.00'	019°20'28"	S62°53'20"W	25.20'	25.32'
C122	75.00'	015°07'07"	S80°07'08"W	19.73'	19.79'
C123	75.00'	025°01'53"	N79°48'22"W	32.51'	32.77'

LEGEND

AC	ACRES
DOC. NO.	DOCUMENT NUMBER
P.O.B.	POINT OF BEGINNING
O.P.R.T.C.	OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS
FD.	FOUND
I.R.	IRON ROD
PUE	PUBLIC UTILITY EASEMENT
DE	DRAINAGE EASEMENT
DP	DETENTION POND
BMPE	BEST MANAGEMENT PRACTICE EASEMENT
HOA	HOMEOWNERS ASSOCIATION
ROW	RIGHT OF WAY
WQP	WATERWAY QUALITY POND
RWE	RECLAIMED WATER EASEMENT
LL	LANDSCAPE LOT
LS	LIFT STATION
MUD	MUNICIPAL UTILITY DISTRICT
WBZE	WATERWAY BUFFER ZONE EASEMENT
WWE	WASTEWATER EASEMENT
	EXISTING PHASES
	PLAT BOUNDARY
	4' SIDEWALK REQUIRED
	FEMA 1% ANNUAL CHANCE FLOODPLAIN
	WATERWAY BUFFER ZONE EASEMENT
	FOUND 1/2" IRON ROD W/ PAPE-DAWSON CAP (UNLESS NOTED OTHERWISE)
	SET 1/2" IRON ROD W/ PAPE-DAWSON CAP

PAPE-DAWSON ENGINEERS

AUSTIN | SAN ANTONIO | HOUSTON | FORT WORTH | DALLAS

10801 N MOPAC EXPY, BLDG 3, STE 200 | AUSTIN, TX 78759 | 512.454.8711

TBPE FIRM REGISTRATION #470 | TBPLS FIRM REGISTRATION #10028801

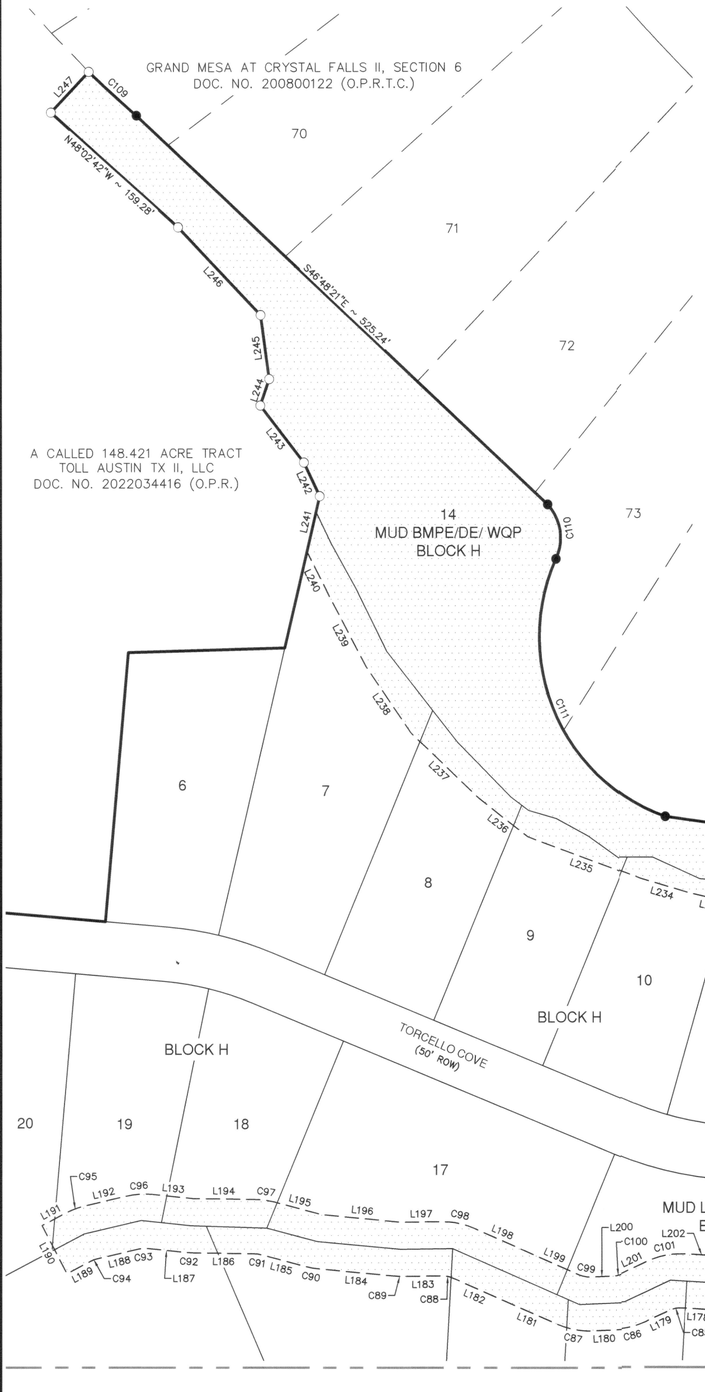
Date: Sep 19, 2023, 2:54pm User ID: DRodriguez
File: N:\Survey\CIVIL\51278-01\Plat\Travisso Phase 3 Section 8&10\PLAT\51278-01_TravissoPh3Sec10.dwg

FINAL PLAT
OF
TRAVISSO PHASE 3, SECTION 10

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWNES SURVEY, SECTION NO. 71, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY, TEXAS.

0' 100' 200' 300'

SCALE: 1"= 100'



LINE TABLE		
LINE #	BEARING	LENGTH
L119	N61°19'10"W	39.83'
L120	S86°47'51"W	23.18'
L121	S80°12'29"W	31.36'
L122	S71°34'44"W	41.34'
L123	N18°25'16"W	50.00'
L124	N71°34'44"E	45.11'
L125	N80°12'29"E	38.01'
L126	N86°47'51"E	26.06'
L127	S61°19'10"E	16.22'
L128	N10°54'35"W	44.27'
L129	N10°54'35"W	21.93'
L130	S64°48'02"E	21.73'
L131	N87°40'42"E	48.41'
L132	N72°33'35"E	65.31'
L133	N53°13'06"E	21.73'
L134	N37°25'40"E	15.73'
L135	N51°19'24"E	38.56'
L136	N55°15'41"E	52.88'
L137	N46°25'44"E	26.83'
L138	N81°56'23"E	34.79'
L139	N67°50'37"E	13.31'
L140	S63°21'57"E	34.92'
L141	S86°59'55"E	75.64'
L142	S83°07'25"E	36.04'
L143	S59°06'58"E	24.65'
L144	S44°48'20"E	27.06'
L145	S86°07'00"E	34.52'
L146	S44°34'36"E	26.19'
L147	S37°35'25"E	6.12'
L148	S82°25'37"E	17.05'

LINE TABLE		
LINE #	BEARING	LENGTH
L149	S58°52'58"E	19.99'
L150	N30°03'07"E	42.93'
L151	N06°55'28"W	33.47'
L152	N50°55'52"W	63.30'
L153	N51°40'22"E	44.57'
L154	N82°14'47"E	19.69'
L155	S80°32'23"E	11.89'
L156	N01°20'00"E	23.22'
L157	N17°44'57"W	56.48'
L158	N29°20'35"W	37.50'
L159	N35°34'49"E	41.55'
L160	N45°09'28"E	44.54'
L161	N31°03'46"E	52.21'
L162	N16°11'38"E	33.49'
L163	N51°57'14"W	38.00'
L164	N65°12'36"W	19.26'
L165	N48°01'42"W	22.73'
L166	N61°53'02"W	26.82'
L167	N66°47'25"W	42.05'
L168	N37°00'32"W	36.35'
L169	N81°45'22"W	20.09'
L170	S69°31'36"W	14.25'
L171	N81°58'10"W	39.17'
L172	N75°49'12"W	23.19'
L173	S57°24'43"W	20.90'
L174	S71°24'49"W	51.65'
L175	N70°15'09"W	17.28'
L176	N84°39'29"W	54.74'
L177	S78°43'45"W	49.68'
L178	N86°37'43"W	30.17'

LINE TABLE		
LINE #	BEARING	LENGTH
L179	S64°55'18"W	24.72'
L180	S87°39'09"W	20.76'
L181	N66°22'26"W	55.84'
L182	N66°11'35"W	50.15'
L183	S89°08'46"W	35.40'
L184	N84°41'23"W	71.52'
L185	N75°18'54"W	43.46'
L186	N89°12'41"W	57.55'
L187	N84°12'12"W	36.17'
L188	S76°54'04"W	39.69'
L189	S62°24'54"W	24.95'
L190	N27°35'06"W	50.00'
L191	N62°24'54"E	24.95'
L192	N76°54'04"E	39.69'
L193	S84°12'12"E	37.27'
L194	S89°12'41"E	58.64'
L195	S75°18'54"E	45.51'
L196	S84°41'23"E	74.91'
L197	N89°08'46"E	36.75'
L198	S66°11'35"E	50.08'
L199	S66°22'26"E	55.76'
L200	N87°39'09"E	20.76'
L201	N64°55'18"E	24.72'
L202	S86°37'43"E	30.17'
L203	N78°43'45"E	49.68'
L204	S84°39'29"E	54.74'
L205	S70°15'09"E	17.28'
L206	N71°24'49"E	51.65'
L207	N57°24'43"E	20.90'
L208	S75°49'12"E	20.51'

LINE TABLE		
LINE #	BEARING	LENGTH
L209	S81°58'10"E	36.48'
L210	N69°31'36"E	14.25'
L211	S81°45'22"E	20.09'
L212	S37°00'32"E	36.35'
L213	S66°47'25"E	44.19'
L214	S61°53'02"E	42.21'
L215	S74°20'53"E	33.65'
L216	S53°43'25"E	18.90'
L217	N08°48'46"E	18.04'
L218	N08°03'27"E	95.52'
L219	N00°58'28"E	26.78'
L220	N02°56'26"E	123.67'
L221	N05°03'57"E	35.84'
L222	N75°21'02"W	73.38'
L223	N73°55'02"W	97.36'
L224	N83°08'35"W	33.92'
L225	S59°46'18"W	25.98'
L226	N62°32'06"W	24.97'
L227	N32°34'44"W	32.28'
L228	N71°40'20"W	53.53'
L229	N81°29'09"W	59.84'
L230	S88°40'02"W	57.84'
L231	N86°21'34"W	49.53'
L232	N83°25'10"W	107.12'
L233	N76°56'59"W	46.10'
L234	N73°25'00"W	47.26'
L235	N69°39'29"W	112.43'
L236	N51°57'17"W	58.28'
L237	N46°17'29"W	87.20'
L238	N34°22'14"W	74.05'

LINE TABLE		
LINE #	BEARING	LENGTH
L239	N27°42'24"W	71.90'
L240	N26°48'00"W	47.44'
L241	N13°09'13"E	52.36'
L242	N25°20'51"W	34.44'
L243	N37°34'47"W	66.47'
L244	N18°32'54"E	25.84'
L245	N07°36'10"W	59.55'
L246	N43°35'17"W	111.64'
L247	N43°14'50"E	51.56'
L248	S46°49'51"E	82.50'
L249	S27°40'36"E	88.95'
L250	S85°18'54"W	115.47'
L251	S62°53'22"W	91.07'
L252	S22°24'21"W	67.40'
L253	S38°55'01"W	37.27'
L254	S43°30'16"W	71.13'
L255	N43°06'09"W	66.04'
L256	N32°03'40"W	55.48'
L257	N25°41'14"W	43.88'
L258	N21°27'36"W	74.23'
L259	N14°10'30"W	100.11'
L260	N10°13'43"W	88.31'
L261	N07°52'02"E	39.16'
L262	N17°36'02"E	20.60'
L263	N20°40'21"E	38.85'
L264	N30°14'16"E	51.54'
L265	N33°47'07"E	44.73'
L266	N34°00'26"E	81.78'
L267	N26°41'22"W	51.26'
L268	N06°27'56"W	33.98'

LINE TABLE		
LINE #	BEARING	LENGTH
L269	N04°13'11"E	22.80'
L270	N22°59'37"W	9.41'
L271	N29°36'57"W	13.87'
L272	N37°35'25"W	14.55'
L273	N44°34'36"W	16.15'
L274	N86°07'00"W	34.52'
L275	N44°48'20"W	20.78'
L276	N59°06'58"W	18.37'
L277	N83°07'25"W	34.34'
L278	N86°59'55"W	73.95'
L279	N63°21'57"W	34.92'
L280	S67°50'37"W	13.31'
L281	S81°56'23"W	34.79'
L282	S46°25'44"W	30.70'
L283	S55°15'41"W	55.02'
L284	S51°19'24"W	36.84'
L285	S37°25'40"W	22.66'
L286	S53°13'06"W	28.66'
L287	S72°33'35"W	65.31'
L288	S87°40'42"W	48.41'

LEGEND

AC	ACRES
DOC. NO.	DOCUMENT NUMBER
P.O.B.	POINT OF BEGINNING
O.P.R.T.C.	OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS
FD.	FOUND
I.R.	IRON ROD
PUE	PUBLIC UTILITY EASEMENT
DE	DRAINAGE EASEMENT
DP	DETENTION POND
BMPE	BEST MANAGEMENT PRACTICE EASEMENT
HOA	HOMEOWNERS ASSOCIATION
ROW	RIGHT OF WAY
WQP	WATERWAY QUALITY POND
RWE	RECLAIMED WATER EASEMENT
LL	LANDSCAPE LOT
LS	LIFT STATION
MUD	MUNICIPAL UTILITY DISTRICT
WBZE	WATERWAY BUFFER ZONE EASEMENT
WWE	WASTEWATER EASEMENT
	EXISTING PHASES
	PLAT BOUNDARY
	4' SIDEWALK REQUIRED
	FEMA 1% ANNUAL CHANCE FLOODPLAIN
	WATERWAY BUFFER ZONE EASEMENT
●	FOUND 1/2" IRON ROD W/ PAPE-DAWSON CAP (UNLESS NOTED OTHERWISE)
○	SET 1/2" IRON ROD W/ PAPE-DAWSON CAP

MATCHLINE - SEE SHEET 8 OF 11

PAPE-DAWSON ENGINEERS
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TBPE FIRM REGISTRATION #470 I TBPLS FIRM REGISTRATION #10028801

TRAVISSO PHASE 3, SECTION 10

Survey Job No. 51278-01

Date: Sep 19, 2023, 2:54pm User ID: DRodriguez
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FINAL PLAT
OF
TRAVISSO PHASE 3, SECTION 10

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWNES SURVEY, SECTION NO. 71, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY, TEXAS.

FIELD NOTES
FOR

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWENS SURVEY, SECTION NO. 711, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY TEXAS. SAID 56.342 ACRE TRACT BEING MORE FULLY DESCRIBED AS FOLLOWS, WITH BEARINGS BASED ON THE NORTH AMERICAN DATUM OF 1983 (NA 2011) EPOCH 2010.00, FROM THE TEXAS COORDINATE SYSTEM ESTABLISHED FOR THE CENTRAL ZONE:

BEGINNING at a ½"iron rod with yellow cap marked "Pape–Dawson" found for the northwest corner of Lot 37, Block F, of Travisso, Phase 2, Sections 2F, 2G, and 2H, a subdivision according to the plat recorded in Document No. 201700168 of the Official Public Records of Travis County, Texas, same being a point in the east right–of–way line of Normandy View, a 50 foot right–of–way, for a point of curvature and southwest corner hereof;

THENCE, with the eastern boundary line of said Travisso, Phase 2, Sections 2F, 2G, and 2H, same being the western boundary line of said 148.421 acre trcat, the following seventeen (17) courses and distances:

1. along the arc of a curve to the right, having a radius of 450.00 feet, a central angle of 00°54'55", a chord bearing and distance of N 11°22'03" W, 7.19 feet, an arc length of 7.19 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for a point of tangency hereof,
2. N 10°54'35" W, a distance of 115.72 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
3. S 79°05'25" W, a distance of 50.00 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
4. S 10°54'35" E, a distance of 20.00 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for point of curvature hereof,
5. along the arc of a curve to the right, having a radius of 15.00 feet, a central angle of 90°00'00", a chord bearing and distance of S 34°05'25" W, 21.21 feet, an arc length of 23.56 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of tangency hereof,
6. S 79°05'25" W, a distance of 135.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
7. N 10°54'35" W, a distance of 190.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
8. S 61°55'22" W, a distance of 78.94 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
9. N 64°45'47" W, a distance of 68.04 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
10. N 27°16'43" W, a distance of 72.33 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
11. N 18°30'09" W, a distance of 144.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
12. N 33°19'36" W, a distance of 67.64 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
13. N 69°19'58" W, a distance of 196.17 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
14. N 10°00'13" E, a distance of 125.13 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
15. N 12°55'40" W, a distance of 243.36 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
16. N 35°28'43" W, a distance of 288.76 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof, and
17. N 52°00'28" W, a distance of 218.90 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for the westernmost corner hereof;

THENCE, departing the eastern boundary line of said Travisso, Phase 2, Section 2F, 2G, and 2H, through the interior of said 148.421 acre tract, the following nineteen (19) courses and distances:

1. N 39°29'22" E, a distance of 153.90 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
2. N 43°14'50" E, a distance of 491.94 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
3. N 10°29'01" W, a distance of 11.68 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
4. S 46°45'10" E, a distance of 41.15 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for a point of curvature hereof,
5. along the arc of a curve to the right, having a radius of 275.00 feet, a central angle of 51°41'14", a chord bearing and distance of S 20°54'34" E, 239.75 feet, an arc length of 248.08 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for a point of tangency hereof,
6. S 04°56'03" W, a distance of 179.99 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
7. S 85°03'57" E, a distance of 50.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for a point of curvature hereof,
8. along the arc of a curve to the left, having a radius of 15.00 feet, a central angle of 90°00'00", a chord bearing and distance of S 40°03'57" E, 21.21 feet, an arc length of 23.56 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for a point of non–tangency hereof,
9. S 85°03'57" E, a distance of 135.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
10. N 04°56'03" E, a distance of 249.38 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
11. N 88°24'06" E, a distance of 146.06 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
12. N 13°09'13" E, a distance of 143.92 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
13. N 25°20'51" W, a distance of 34.44 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
14. N 37°34'47" W, a distance of 66.47 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
15. N 18°32'54" E, a distance of 25.84 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
16. N 07°36'10" W, a distance of 59.55 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
17. N 43°35'17" W, a distance of 111.64 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof,
18. N 48°02'42" W, a distance of 159.28 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for an angle point hereof, and
19. N 43°14'50" E, a distance of 51.56 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" set for a point of curvature on the southwest boundary line of Lot 69, Block E, Grand Mesa at Crystal Falls II, Section 6, a subdivision according to the plat recorded in Document No. 200800122 of said Official Public Records for the northernmost corner hereof,

THENCE, with the eastern boundary line of said 148.421 acre tract, same being the southwestern boundary line of said Grand Mesa at Crystal Falls II, Section 6, and in part with the western boundary line of Grand Mesa at Crystal Falls II, Section 5, a subdivision according to the plat recorded in Document No. 200600041 of said Official Public Records, and Grand Mesa at Crystal Falls II, Section 5 Lots 86, 87 & 88, Block E, Amended, a subdivision according to the plat recorded in Document No. 201100185 of said Official Public Records, the following eighteen (18) courses and distances:

1. along the arc of a curve to the left, having a radius of 1055.35 feet, a central angle of 03°15'47", a chord bearing and distance of S 47°41'10" E, 60.09 feet, an arc length of 60.10 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of non–tangency hereof,
2. S 46°48'19" E, a distance of 525.24 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of curvature hereof,
3. along the arc of a curve to the right, having a radius of 44.97 feet, a central angle of 68°42'09", a chord bearing and distance of S 08°42'55" E, 50.74 feet, an arc length of 53.92 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of reverse curvature hereof,
4. along the arc of a curve to the left, having a radius of 176.20 feet, a central angle of 94°45'08", a chord bearing and distance of S 23°12'17" E, 259.30 feet, an arc length of 291.39 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of non–tangency hereof,
5. S 82°08'11" E, a distance of 302.66 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of curvature hereof,
6. along the arc of a curve to the left, having a radius of 1812.96 feet, a central angle of 13°48'19", a chord bearing and distance of S 87°40'39" E, 435.77 feet, an arc length of 436.83 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of non–tangency hereof,
7. S 66°17'40" E, a distance of 151.27 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
8. S 46°49'51" E, a distance of 82.50 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
9. S 27°40'36" E, a distance of 88.95 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
10. S 13°38'41" W, a distance of 195.93 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
11. S 36°58'02" W, a distance of 135.93 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
12. S 85°18'54" W, a distance of 115.47 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
13. S 62°53'22" W, a distance of 91.07 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
14. S 22°24'21" W, a distance of 67.40 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
15. S 38°55'01" W, a distance of 37.27 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
16. S 15°39'45" W, a distance of 280.83 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
17. S 00°05'34" W, a distance of 769.04 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point of curvature hereof, and
18. along the arc of a curve to the left, having a radius of 130.47 feet, a central angle of 60°37'41", a chord bearing and distance of S 25°10'30" E, 131.71 feet, an arc length of 138.06 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for a point on a northwest corner of the Remnant Portion of a called 2144.874 acre tract, recorded in Document No. 2013056181 of said Official Public Records for a point of non–tangency hereof;

THENCE S 43°30'15" W, departing the southwestern boundary line of Lot 162, Block E, Grand Mesa at Crystal Falls II, Section 5, with a northwest boundary line of the Remnant portion of said 2144.875 acre tract, same being a southeast bounadry line of said 148.421 acre tract, a distance of 71.20 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found on the northeast boundary line of said Travisso, Phase 2, Sections 2F, 2G, and 2H for the southernmost corner hereof;

THENCE, with the northeastern boundary line of said Travisso, Phase 2, Sections 2F, 2G, and 2H, same being the southwestern boundary line of said 148.421 acre tract, the following eight (8) courses and distances:

1. N 43°04'31" W, a distance of 162.49 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
2. N 57°07'32" W, a distance of 120.08 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
3. N 55°04'22" W, a distance of 120.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
4. N 55°04'22" W, a distance of 120.00 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
5. N 42°07'26" W, a distance of 101.70 feet to a ½" iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
6. N 31°07'03" W, a distance of 80.02 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof,
7. N 18°08'20" W, a distance of 79.85 feet to a ½"iron rod with yellow cap marked "Pape–Dawson" found for an angle point hereof, and
8. S 78°10'30" W, a distance of 193.63 feet to the POINT OF BEGINNING, and containing 56.342 acres in Travis County, Texas. Said tract being described in accordance with a plat prepared under Job No. 51278–01 by Pape–Dawson Engineers, Inc.

PAPE-DAWSON ENGINEERS
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TBPE FIRM REGISTRATION #470 I TBPLS FIRM REGISTRATION #10028801

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FINAL PLAT
OF
TRAVISSO PHASE 3, SECTION 10

A 56.342 ACRE TRACT OF LAND BEING OUT OF A CALLED 148.421 ACRE TRACT CONVEYED TO TOLL AUSTIN TX II, LLC, RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, SITUATED IN THE C.W. OWNES SURVEY, SECTION NO. 71, ABSTRACT NO. 2289, THE J.M. FRAME SURVEY, SECTION NO. 656, ABSTRACT NO. 303, AND THE C.S. MASON SURVEY, SECTION NO. 204, ABSTRACT NO. 2551 IN TRAVIS COUNTY, TEXAS.

NOTES:

1. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE WATER DISTRIBUTION AND WASTEWATER COLLECTION SYSTEMS OF THE CITY OF LEANDER, TEXAS.
3. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS IN ANY LOT IN THIS SUBDIVISION.
4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
5. PROPERTY OWNER AND HIS/HER ASSIGNS SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
6. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS/HER ASSIGNS.
7. IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT & PEDESTRIAN EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
8. A PORTION OF THIS TRACT IS WITHIN A SPECIAL FLOOD HAZARD AREAS AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL NO. 48453C0095J, FOR TRAVIS COUNTY, EFFECTIVE JANUARY 22, 2020.
9. BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE TRAVISSO PLANNING UNIT DEVELOPMENT, ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE TRAVISSO PLANNING UNIT DEVELOPMENT.
10. 4' SIDEWALKS SHALL BE INSTALLED ON ONLY ONE SIDE OF A LOCAL RESIDENTIAL STREET. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
11. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.
12. THIS PLAT CONFORMS TO THE PRELIMINARY PLAT APPROVED BY THE PLANNING AND ZONING COMMISSION ON DECEMBER 13, 2020 AND LATER ADMINISTRATIVELY REVISED AND APPROVED BY STAFF ON JULY 22, 2022.
13. APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS TO ORDINANCE REQUIREMENTS.
14. NO DRIVEWAYS SHALL BE CONSTRUCTED CLOSER THAN 50' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING LOCAL OR COLLECTOR STREET 100' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING ARTERIAL STREET.
15. TRAVIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 21 WILL OWN AND MAINTAIN THE FOLLOWING LOTS: 14, BLOCK H; 16, BLOCK H; 10, BLOCK G; 63, BLOCK Z.
16. THE HOA BYLAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS UNDERDOCUMENT NUMBER 2013223985.
17. THE HOMEOWNERS ASSOCIATION AND/OR TRAVIS COUNTY MUD 21 IS REQUIRED TO MOW THE OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.
18. TRAVIS COUNTY MUD 21 ACCEPTS AND MAINTAINS DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS. (WHICH SHOULD BE CONTAINED IN A DRAINAGE EASEMENT).
19. BUFFER ZONES SHALL REMAIN FREE OF CONSTRUCTION, DEVELOPMENT OR OTHER ALTERATIONS EXCEPT FOR UTILITY AND ROADWAY CROSSINGS.
20. ALL PROPERTY IS SUBJECT TO THE LOWER COLORADO RIVER AUTHORITY HIGHLAND LAKES WATERSHED ORDINANCE. WRITTEN NOTIFICATION AND/OR PERMITS ARE REQUIRED PRIOR TO COMMENCING ANY DEVELOPMENT ACTIVITIES. CONTACT LCRA WATERSHED MANAGEMENT AT 1-800-776-5272, EXTENSION 2324 FOR MORE INFORMATION.

APPROVED THIS THE _____ DAY OF _____, 20___ A.D., AT A PUBLIC MEETING OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF LEANDER, TEXAS AND AUTHORIZED TO BE FILED FOR RECORD BY THE COUNTY CLERK OF TRAVIS COUNTY.

_____
DONNIE MAHAN, CHAIRMAN
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

ATTEST: _____
ELLEN COUFAL, SECRETARY
PLANNING AND ZONING COMMISSION
CITY OF LEANDER, TEXAS

OWNER'S CERTIFICATION:

STATE OF TEXAS
COUNTY OF Williamson

THAT TOLL AUSTIN TX II, LLC, A TEXAS LIMITED PARTNERSHIP, AS THE OWNER OF THE CERTAIN 148.421 ACRE TRACT RECORDED IN DOCUMENT NO. 2022034416 OF THE OFFICIAL PUBLIC RECORDS OF TRAVIS COUNTY, TEXAS, DOES HEREBY CERTIFY THAT THERE ARE NO LIEN HOLDERS AND DEDICATES TO THE PUBLIC FOREVER USE OF ALL ADDITIONAL ROW, STREETS, ALLEYS, EASEMENTS, PARKS, AND ALL OTHER LANDS INTENDED FOR PUBLIC DEDICATION, OR WHEN THE SUBDIVIDER HAS MADE PROVISION FOR PERPETUAL MAINTENANCE THEREOF, TO THE INHABITANTS OF THE SUBDIVISION AS SHOWN HEREON TO BE KNOWN AS TRAVISSO, PHASE 3, SECTION 10 SUBDIVISION.

WITNESS MY HAND THIS THE 2 DAY OF October, 2023 A.D.

TOLL AUSTIN TX II, LLC.
BY: _____

STATE OF TEXAS
COUNTY OF Williamson

BEFORE ME, THE UNDERSIGNED AUTHORITY, A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE, ON THIS THE 2 DAY OF October, 2023, PERSONALLY APPEARED BRANDON COOPER, AS DIVISION PRESIDENT OF TOLL AUSTIN TX II, LLC., A TEXAS LIMITED PARTNERSHIP, ON BEHALF OF SAID TOLL AUSTIN TX II, LLC., A DULY AUTHORIZED AGENT WITH AUTHORITY TO SIGN SAID DOCUMENT, PERSONALLY KNOWN TO ME (AND PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE) TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME FOR THE PURPOSES AND CONSIDERATIONS THEREIN EXPRESSED.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, THIS THE 2 DAY OF October, 2023 A.D.

Laura Foster
NOTARY PUBLIC, STATE OF TEXAS

LAURA R FOSTER
Notary Public
STATE OF TEXAS
ID# 11027701
My Comm. Exp. Jun. 06, 2026

Laura Foster
PRINTED NAME

6-6-26
MY COMMISSION EXPIRES

PERMANENT WATER QUALITY BMP EASEMENT PLAT NOTE:

THE PERMANENT WATER QUALITY BEST MANAGEMENT PRACTICE (BMP) EASEMENT IS FOR THE PURPOSE OF PROTECTING THE ENVIRONMENT BY IMPROVING THE QUALITY OF STORMWATER RUNOFF FROM DEVELOPED LANDS. NO STRUCTURE OR OTHER IMPROVEMENT MAY BE CONSTRUCTED OR MAINTAINED WITHIN A WATER QUALITY BMP EASEMENT AREA UNLESS SPECIFICALLY AUTHORIZED AND APPROVED IN WRITING IN ADVANCE BY THE LOWER COLORADO RIVER AUTHORITY (LCRA).
THE WATER QUALITY BMP EASEMENT MAY BE ENFORCED BY THE LOWER COLORADO RIVER AUTHORITY OR ANY OTHER GOVERNMENTAL ENTITY WITH THE AUTHORITY TO PROTECT THE ENVIRONMENT FOR THE BENEFIT OF THE PUBLIC, BY INJUNCTION OR OTHER ACTION IN A COURT OF APPROPRIATE JURISDICTION.

Kelly M Johnson
LOWER COLORADO RIVER AUTHORITY

11-9-23
DATE

WATERWAY BUFFER ZONE PLAT NOTE:

THE WATERWAY BUFFER ZONE EASEMENT IS FOR THE PROTECTION OF THE ENVIRONMENT BY IMPROVING THE QUALITY OF STORMWATER RUNOFF FROM DEVELOPED LANDS. THE NATIVE LAND OR MANAGEMENT PRACTICES WITHIN THE EASEMENT ARE TO HELP MAINTAIN CLEAN WATER IN CREEKS, RIVERS AND LAKES. NO STRUCTURE OR IMPROVEMENTS, OTHER THAN NATIVE PLANT ENHANCEMENT OR MAINTENANCE OF THE AREA IN ACCORDANCE WITH LCRA RULES, MAY BE PLACED OR PERFORMED WITHIN THE EASEMENT WITHOUT SPECIFIC PRIOR AUTHORIZATION AND APPROVAL IN WRITING FROM THE LCRA, ITS SUCCESSORS OR ASSIGNS, OR OTHER GOVERNMENTAL ENTITY WITH AUTHORITY TO PERMIT SUCH IMPROVEMENT FOR THE PROTECTION OF THE ENVIRONMENT. THE EASEMENT SHALL BE MAINTAINED BY EACH LOT OWNER BY PRESERVING AND RESTORING NATIVE VEGETATION. THE EASEMENT MAY NOT BE AMENDED EXCEPT BY EXPRESS WRITTEN AGREEMENT OF THE LCRA, IT SUCCESSORS OR ASSIGNS, OR OTHER GOVERNMENTAL ENTITY WITH PROPER AUTHORITY.

Kelly M. Johnson
LOWER COLORADO RIVER AUTHORITY

11-9-23
DATE

ENGINEER'S CERTIFICATION:

I, MICHAEL S. FISHER, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF ENGINEERING AND DO HEREBY STATE THAT THIS PLAT CONFORMS WITH THE APPLICABLE ORDINANCES OF THE CITY OF LEANDER, TEXAS.

STATE OF TEXAS
MICHAEL S. FISHER
87704
LICENSED
PROFESSIONAL ENGINEER

11/8/23

MICHAEL S. FISHER, P.E. No. 87704
ENGINEERING BY:
PAPE-DAWSON CONSULTING ENGINEERS, LLC.
10801 N MOPAC EXPY, BLDG. 3, SUITE 200
AUSTIN, TEXAS 78759
(512) 454-8711
TBPE FIRM REGISTRATION NO. 470
TBPLS FIRM REGISTRATION NO. 100288-01

SURVEYOR'S CERTIFICATION:

I, PARKER J. GRAHAM, AM AUTHORIZED UNDER THE LAWS OF THE STATE OF TEXAS TO PRACTICE THE PROFESSION OF LAND SURVEYING AND HEREBY STATE THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE ON-THE-GROUND SURVEY OF THE LAND AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY PERSONAL SUPERVISION, IN ACCORDANCE WITH ALL CITY OF LEANDER ORDINANCE AND CODES, AND THAT ALL EXISTING EASEMENTS OF RECORD AS FOUND ON THE TITLE POLICY PROVIDED BY FIRST AMERICAN TITLE GUARANTY COMPANY, G.F. NO. AUS-TX-23321531R, ISSUED MARCH, 2023 HAVE BEEN SHOWN OR NOTED HEREON.

Parker J. Graham

STATE OF TEXAS
REGISTERED
PARKER GRAHAM
5556
PROFESSIONAL
LAND SURVEYOR

11/13/2023

PARKER J. GRAHAM, R.P.L.S. 5556
SURVEYING BY:
PAPE-DAWSON CONSULTING ENGINEERS, LLC.
10801 N MOPAC EXPY, BLDG. 3, SUITE 200
AUSTIN, TEXAS 78759
(512) 454-8711
TBPE FIRM REGISTRATION NO. 470
TBPLS FIRM REGISTRATION NO. 100288-01

STATE OF TEXAS:
COUNTY OF TRAVIS:

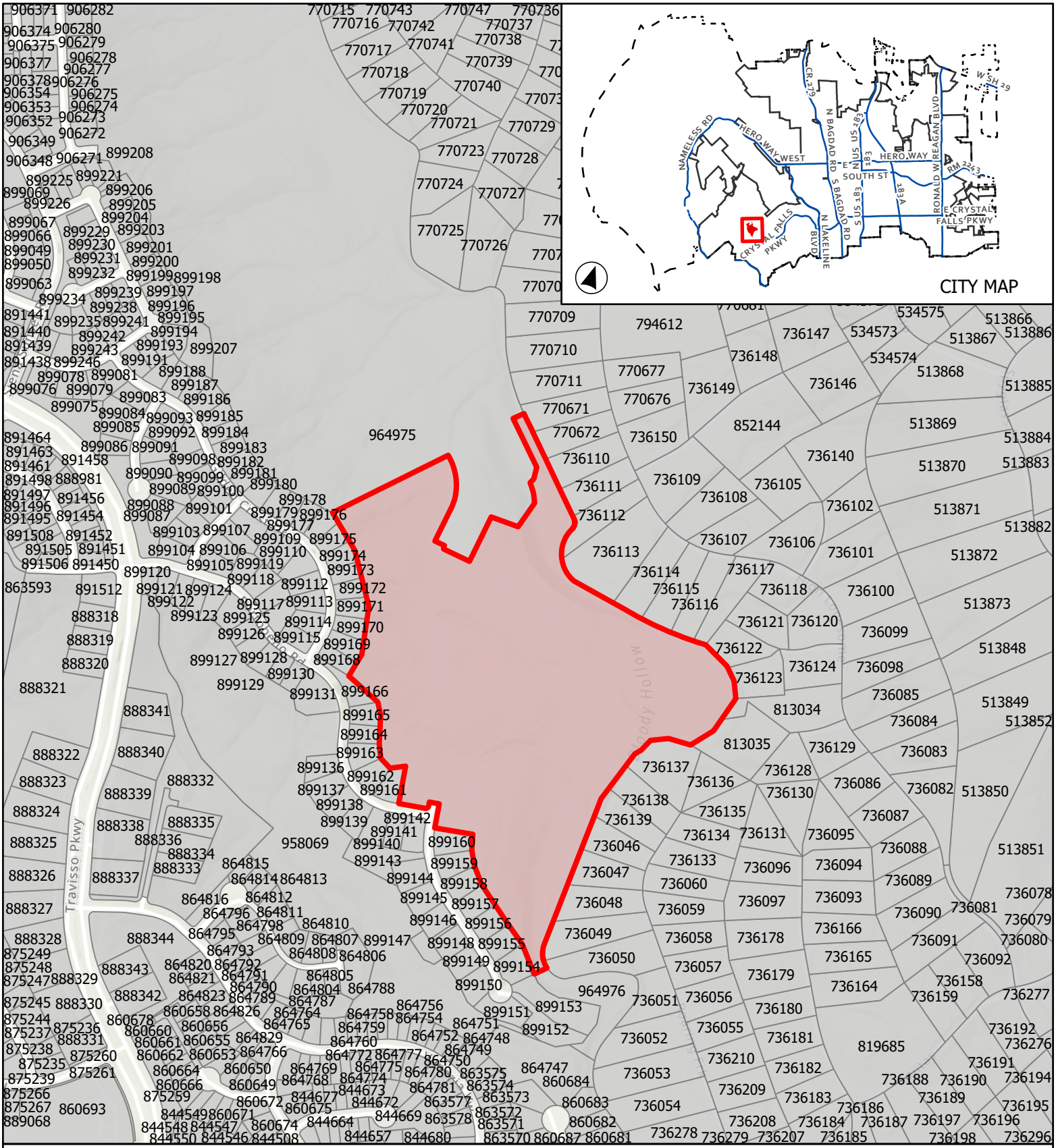
I, REBECCA GUERRERO, CLERK OF TRAVIS COUNTY, TEXAS, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT OF WRITING, AND ITS CERTIFICATE OF AUTHENTICATION, WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF _____, 20_____ A.D. AT _____O'CLOCK _____M AND WAS DULY RECORDED ON THIS THE ____ DAY OF _____, 20_____ A.D. AT _____ O'CLOCK _____ M, PLAT RECORDS OF SAID COUNTY AND STATE IN DOCUMENT NO. _____ WITNESS BY HAND AND SEAL OF THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN AUSTIN, TEXAS THE LAST DATE WRITTEN ABOVE.

BY: _____
REBECCA GUERRERO,
CLERK, COUNTY COURT
TRAVIS COUNTY, TEXAS

PAPE-DAWSON ENGINEERS
AUSTIN | SAN ANTONIO | HOUSTON | FORT WORTH | DALLAS
10801 N MOPAC EXPY, BLDG 3, STE 200 | AUSTIN, TX 78759 | 512.454.8711
TBPE FIRM REGISTRATION #470 | TBPLS FIRM REGISTRATION #10028801

Survey Job No. 51278-01

Date: Sep 19, 2023, 3:21pm User ID: DRodriguez
File: K:\Survey\Civil\51278-01\Plat\Travisso Phase 3 Section 9&10\PLS1278-01_TravissoPh3Sec10.dwg



CASE: FP-23-0063 **ATTACHMENT 2** **TRAVISSO PH 3, SEC 10**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 305 610

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case FP-23-0096 regarding Cantwell Tract Lot 4A & 4B replat on one (1) parcel of land approximately 3.191 acres ± in size, more particularly described by Williamson Central Appraisal District parcel R553028; generally located east of 183A Toll Road and north of E Crystal Falls Parkway, Leander, Williamson County, Texas.

BACKGROUND:
This request is the final step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the short form final plat satisfies the applicable regulations without requesting any variances.

This short form final plat includes two (2) commercial lots. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the final plat with the following conditions.

1. All conditions listed in the Subdivision Ordinance Article II, Section 24 (f) (3) regarding the acceptance of the final improvements or the posting of fiscal assurance for the final improvements have been met.

HISTORY/TIMELINE:

APPLICANT/AGENT:
Kirkman Engineering (Jeremy B. Nelson) on behalf of NEC Crystal N 183, LLC (Ramesh Vadlamani)

RECOMMENDATION:
Jason Pho, Assistant Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:
1. FP-23-0096 Att 1 Cantwell Tract Lot 4A & 4B Replat
2. FP-23-0096 Att 2 Cantwell Tract Lot 4A & 4B Replat - Location Map

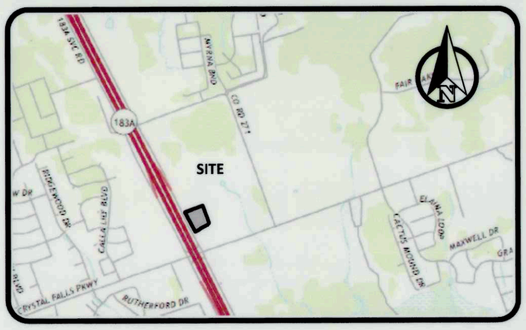
CANTWELL TRACT SUBDIVISION
LOTS 4-A AND 4-B, BLOCK A, REPLAT
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

OWNER/DEVELOPER:
NEC CRYSTAL N 183, LLC
4405 VIVIAN STREET,
BELLAIRE TX 77401

ENGINEER:
KIRKMAN ENGINEERING
JEREMY NELSON
5200 STATE HIGHWAY 121, COLLEYVILLE, TX 76034
817.488.4960
JEREMY.NELSON@TRUSTKE.COM

SURVEYOR:
BARTON CHAPA SURVEYING, LLC
JOHN H. BARTON, III, RPLS# 6737
5200 STATE HIGHWAY 121, COLLEYVILLE, TX 76034
JACK@BCSDFW.COM

SUBMITTAL DATE:
AUGUST 1, 2023



VICINITY MAP

2000' 0 1000' 2000' 4000'

SCALE: 1" = 2000'

SHEET INDEX:

1. COVER SHEET
2. PLAT
3. PROPERTY DESCRIPTION AND PLAT NOTES

LAND USE:

NUMBER OF LOTS:	4
TOTAL ACREAGE:	15.692 ACRES
PROPOSED LAND USAGE:	COMMERCIAL

kirkman ENGINEERING
5200 State Highway 121
Colleyville, TX 76034
Phone: 817-488-4960

JOB NO.	2021.001.200
DRAWN:	BCS
CHECKED:	JHB

TABLE OF REVISIONS

DATE	SUMMARY

SHEET 1 OF 3

SURVEY PREPARED BY BARTON CHAPA SURVEYING, LLC 5200 STATE HIGHWAY 121, COLLEYVILLE, TX, TBPLS FIRM# 10194474

CANTWELL TRACT SUBDIVISION
LOTS 4-A AND 4-B, BLOCK A, REPLAT
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

50' 0 25' 50' 100'

SCALE: 1" = 50'

LINE TYPE LEGEND

- PROPERTY BOUNDARY
- ADJOINING BOUNDARY
- CENTERLINE
- PROPOSED SIDEWALK

LOT 1
CANTWELL TRACT SUBDIVISION
CAB. EE, SLIDE 104
P.R.W.C.T.
(OWNER: GC PARKWAY CROSSING LTD.)
(DEED: 2015067949, O.P.R.W.C.T.)

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

CRS
GRID N: 10178749.59
GRID E: 3086009.81

POINT OF BEGINNING

80' RECIPROCAL ACCESS EASEMENT (DOC.# 2007059130 AS AMENDED BY DOC.# 2015064882, O.P.R.W.C.T.)

N69°42'40"E 374.51'

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

LOT 3D, BLOCK A
CANTWELL TRACT SUBDIVISION REPLAT
DOC.# 2017108470
P.R.W.C.T.
(OWNER: MARTIN J. CURTIN & BERNARDINE D. CURTIN)
(DEED: 2019055445, O.P.R.W.C.T.)

MAG NAIL W/SHINER "RPLS 1841" (C.M.)

398.7'

"X" FND. BRS. N01°E | 0.29'

71.41' (LOT)

N69°42'40"E 156.64' (LOT)

S20°17'20"E 136.08' (LOT)

LOT 4-B, BLOCK A
68,931 ACRES
70,051 SQUARE FEET

S20°17'20"E 361.50'

2.5' PUBLIC UTILITY EASEMENT (BY THIS PLAT) (TYPICAL)

2.5' PUBLIC UTILITY EASEMENT (BY THIS PLAT) (TYPICAL)

S69°10'00"E 89.69' (LOT)

N69°42'40"E 98.68' (LOT)

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

S20°17'20"E 83.26' (LOT)

29.41' (LOT)

LOT 4-A, BLOCK A
1.608 ACRES
70,051 SQUARE FEET

N28°13'33"W 434.25'

362.79' (LOT)

15' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

20' DRAINAGE AND PUBLIC UTILITY EASEMENT (DOC.# 2008002659, P.R.W.C.T.)

15' PUBLIC UTILITY, LANDSCAPE AND PEDESTRIAN ACCESS EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

S51°20'14"E 30.87' (LOT)

16.81' (LOT)

"X" FND. GRID N: 10178410.53 GRID E: 3086135.17

S41°08'38"W 46.22'

"X" FND. GRID N: 10178375.72 GRID E: 3086104.73

10' PUBLIC UTILITY EASEMENT (DOC.# 2017108470, P.R.W.C.T.)

398.7'

LOT 2A
NWC CRYSTAL FALLS AT 183A
DOC.# 2016055788
P.R.W.C.T.

183A TOLL ROAD
(VARIABLE WIDTH ROW AS SHOWN ON DOC.# 2016101167, P.R.W.C.T.)

"EXHIBIT "B-2"" ACCESS EASEMENT (DOC.# 2016121265, O.P.R.W.C.T.)

S62°26'28"W 154.51'

10' PUBLIC UTILITY EASEMENT (DOC.# 2017108470, P.R.W.C.T.)

"X" FND.

S49°11'31"W 45.89'

"X" FND.

S61°48'34"W 78.46'

"X" FND. GRID N: 10178237.14 GRID E: 3085863.93

LOT 3A, BLOCK A
CANTWELL TRACT SUBDIVISION REPLAT
DOC.# 2017108470
P.R.W.C.T.
(OWNER: CRYSTAL FALLS COMMERCIAL PROPERTY OWNERS ASSOCIATION INC.)
(DEED: 2018052469, O.P.R.W.C.T.)

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

412.6'

10' PUBLIC UTILITY EASEMENT (DOC.# 2016101167, P.R.W.C.T.)

LOT 1, BLOCK A
CANTWELL TRACT SUBDIVISION REPLAT
DOC.# 2016101167
P.R.W.C.T.
(OWNER: CST USA STORES LLC)
(DEED: 2016121267, O.P.R.W.C.T.)

SURVEYOR'S NOTES:

1. Bearings are based on the State Plane Coordinate System, Texas Central Zone (4203) North American Datum of 1983 (NAD '83), distances are surface with a combined scale factor of 1.00012739623.
2. Monuments are found unless specifically designated as set.

kirkman ENGINEERING
5200 State Highway 121
Colleyville, TX 76034
Phone: 817-488-4960

LEGEND OF ABBREVIATIONS

D.R.W.C.T.	DEED RECORDS, WILLIAMSON COUNTY, TEXAS
P.R.W.C.T.	PLAT RECORDS, WILLIAMSON COUNTY, TEXAS
O.P.R.W.C.T.	OFFICIAL PUBLIC RECORDS, WILLIAMSON COUNTY, TEXAS
DOC.#	DOCUMENT NUMBER
C.M.	CONTROLLING MONUMENT
SQ. FT.	SQUARE FEET
ROW	RIGHT OF WAY
CRS	CAPPED REBAR SET
"RJ"	RJ SURVEYING

JOB NO.	2021.001.200
DRAWN:	BCS
CHECKED:	JHB

TABLE OF REVISIONS

DATE	SUMMARY

SHEET 2 OF 3

SURVEY PREPARED BY BARTON CHAPA SURVEYING, LLC: 5200 STATE HIGHWAY 121, COLLEYVILLE, TX, TBPLS FIRM# 10194474

CANTWELL TRACT SUBDIVISION
LOTS 4-A AND 4-B, BLOCK A, REPLAT
CITY OF LEANDER, WILLIAMSON COUNTY, TEXAS

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

WHEREAS NEC CRYSTAL N 183, LLC is the owner of a tract situated in the E. Harmon survey, abstract number 6, in the City of Leander, Williamson County, Texas, being the same tract described in the deed to NEC CRYSTAL N 183, LLC, recorded in document number 2021160582, Official Public Records, Williamson County, Texas, same being Lot 4, Block A, Cantwell Tract Subdivision Replat, recorded in document number 2016101167, of said Official Public Records, the subject tract being more particularly described as follows:

BEGINNING at a 1/2 inch rebar with cap stamped "BARTON CHAPA" set at the northeast corner of said Lot 4;

THENCE with the east line of said Lot 4, SOUTH 20 degrees 17 minutes 20 seconds EAST, a distance of 361.50 feet to an "X" cut found at the southeast corner of said Lot 4, same being a re-entrant corner of Lot 3D, Block A, Cantwell Tract Subdivision Replat, recorded in document number 2017108470, of said Official Public Records;

THENCE with the common line of said Lots 4 and 3D, the following calls:

1. SOUTH 41 degrees 08 minutes 38 seconds WEST, a distance of 46.22 feet to an "X" cut found;
2. SOUTH 62 degrees 26 minutes 28 seconds WEST, a distance of 154.51 feet to an "X" cut found;
3. SOUTH 49 degrees 11 minutes 31 seconds WEST, a distance of 45.89 feet to an "X" cut found;
4. SOUTH 61 degrees 45 minutes 34 seconds WEST, a distance of 78.46 feet to an "X" cut found on the east right-of-way of 183A Toll Road;

THENCE with said east right of way, NORTH 28 degrees 13 minutes 33 seconds WEST, a distance of 434.25 feet to a Mag nail with washer stamped "RPLS 1841", from which an "X" cut found bears NORTH 01 degree EAST, 0.29 feet, at the northwest corner of said Lot 4;

THENCE with the north line of said Lot 4, NORTH 69 degrees 42 minutes 40 seconds EAST, a distance of 374.51 feet, returning to the **POINT OF BEGINNING** and enclosing 3.191 acres (138,982 square feet) of land, more or less.

KNOWN ALL MEN BY THESE PRESENTS

That **NEC CRYSTAL N 183, LLC**, a Texas limited liability company, as the owner of that certain 3.191 acre tract of land recorded in Document Number 2021160582, of the Official Records of Williamson County, Texas does hereby certify that there are no lien holders and dedicates to the public forever use of all additional ROW, streets, alleys, easements, parks, and all other lands intended for public dedication, or when the subdivider has made provision for perpetual maintenance thereof, to the inhabitants of the subdivision as shown hereon to be known as **CANTWELL TRACT SUBDIVISION REPLAT, LOTS 4-A AND 4-B, BLOCK A.**

NEC CRYSTAL N 183, LLC, a Texas limited liability company

Sign Here

Authorized Representative
Member

STATE OF TEXAS §
COUNTY OF HARRIS §

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this the 13 day of November 20 23, personally appeared, RAMESH VAZLAMANI, as MANAGER of NEC CRYSTAL N 183, LLC, LLC, a Texas limited liability company, on behalf of said Texas Hazelwood, LLC, a duly authorized agent with authority to sign said document, personally known to me (and proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that (s)he executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE on this the 13 day of November, 20 23.

Notary Public-State of TEXAS

Printed Name: KESTUTIS GREGERIS

My Commission Expires: OCTOBER 15, 2026

KESTUTIS GREGERIS NOTARY PUBLIC STATE OF TEXAS ID 131766845 EXP. OCT 15 2026

STATE OF TEXAS §
COUNTY OF Tarrant §

That I, John H. Barton III, am authorized under the laws of the State of Texas to practice the profession of land surveying and hereby state that I prepared this plat from an actual and accurate on-the-ground survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision, fieldwork was completed on June 16, 2021. In accordance with all City of Leander Ordinance and Codes and that all existing easements of record as found on the Title Policy (Abstractor's Report) provided by Fidelity National Title Group GF No. FAH21006875-01 issued June 21, 2023 have been shown or noted heron.

- Cabinet EE, Slide 104, P.R.W.C.T.: (easements as shown on plat crossing or abutting the subject property are shown on plat graphic on page 2 of this document)
- Volume 569, Page 428, D.R.W.C.T.: (document contains a description which includes the subject property)
- Document Number 2016101167, P.R.W.C.T.: (easements as shown on plat crossing or abutting the subject property are shown on plat graphic on page 2 of this document)
- Document Number 2007059130, O.P.R.W.C.T.: (agreement contains a description which includes the subject property and is affected by Document Number 2015064882, O.P.R.W.C.T., shown on plat graphic on page 2 of this document)
- Document Number 2016121265, O.P.R.W.C.T.: (document contains a description which includes the subject property, Access Easement described under "Exhibit B-2" therein crosses the subject property and is shown on plat graphic on page 2 of this document
- Document Number 2023044514, O.P.R.W.C.T.: (easement contains a general description which includes the subject property, easement is centered on a utility line not constructed at the time of survey, not shown)

STATE OF TEXAS REGISTERED JOHN H. BARTON III 6737 PROFESSIONAL LAND SURVEYOR

John H. Barton III, RPLS# 6737

11/9/2023
Date

STATE OF TEXAS §
COUNTY OF Tarrant §

That I, Jeremy Nelson, am authorized under the laws of the State of Texas to practice the profession of engineering, and do hereby state that this plat conforms with the applicable ordinances of the City of Leander, Texas.

Jeremy Nelson, P.E.# 138740

11-09-2023
Date

STATE OF TEXAS JEREMY B. NELSON 138740 LICENSED PROFESSIONAL ENGINEER

Approved this the_____ day or_____, 20____, A.D. at a public meeting of the Planning and Zoning Commission of the City of Leander, Texas and authorized to be filed for record by the County Clerk of_____ County.

Donnie Mahan Chairman
Planning and Zoning Commission
City of Leander, Texas

ATTEST:_____
Ellen Coufal, Secretary
Planning and Zoning Commision
City of Leander, Texas

PLAT NOTES:

1. The subdivision is wholly contained within the current corporate limits of the City of Leander, Texas.
2. No lot in this subdivision shall be occupied until connected to the City of Leander water distribution and wastewater collection facilities.
3. A building permit is required from the City of Leander prior to construction of any building or site improvements on any lot in this subdivision.
4. No buildings, fences, landscaping or other structures are permitted within drainage easements shown except as approved by the City of Leander Public Works Department.
5. Property owner shall provide for access to drainage easements as may be necessary and shall not prohibit access by the City of Leander.
6. All easements on private property shall be maintained by the property owner or his or her assigns.
7. In addition to the easements shown hereon, a ten (10') foot wide public utility easement is dedicated along and adjacent to all right-of-way and a two and a half (2.5') foot wide public utility easement is dedicated along all side lot lines.
8. No portion of this tract is within a flood hazard area as shown on the Flood Insurance Rate Map Panel #48491C0455F for Williamson County, effective date of December 20, 2019.
9. Building setbacks not shown hereon shall comply with the most current zoning ordinance of the City of Leander. Additional residential garage setbacks may be required as listed in the current zoning ordinance.
10. Sidewalks shall be installed on the subdivision side of 183A TOLL ROAD. Those sidewalks not abutting a residential, commercial or industrial lot (including sidewalks along street frontages of lots proposed for schools, churches, park lots, detention lots, drainage lots, landscape lots, or similar lots), sidewalks on arterial streets to which access is prohibited, sidewalks on double frontage lots on the side to which access is prohibited, and all sidewalks on safe school routes shall be installed when the adjoining street is constructed.
11. All utility lines must be located underground.
12. Approval of this final plat does not constitute the approval of variances or waivers to ordinance requirements.
13. All drive lanes, fire lanes, and driveways within this subdivision shall provide for reciprocal access for ingress and egress to all other lots within the subdivision and to adjacent properties.
14. This subdivision is subject to all general notes and restrictions appearing on the plat of Cantwell Tract Subdivision Replat, Lot 4, Block A, recorded at Document Number 2016101167, Plat Records, Williamson County, Texas.

kirkman ENGINEERING
5200 State Highway 121
Colleyville, TX 76034
Phone: 817-488-4960

JOB NO.	2021.001.200
DRAWN:	BCS
CHECKED:	JHB

TABLE OF REVISIONS

DATE	SUMMARY

SHEET 3 OF 3

STATE OF TEXAS §
COUNTY OF WILLIAMSON §

I, **NANCY RISTER**, CLERK OF THE COUNTY COURT OF SAID COUNTY, DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT IN WRITING, WITH ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE DAY OF _____, 20____, AD, AT _____ O'CLOCK, ____M, AND DULY RECORDED THIS THE DAY OF _____, 20____, AD, AT _____ O'CLOCK _____M, IN THE PLAT RECORDS OF SAID COUNTY IN CABINET _____, SLIDE _____.

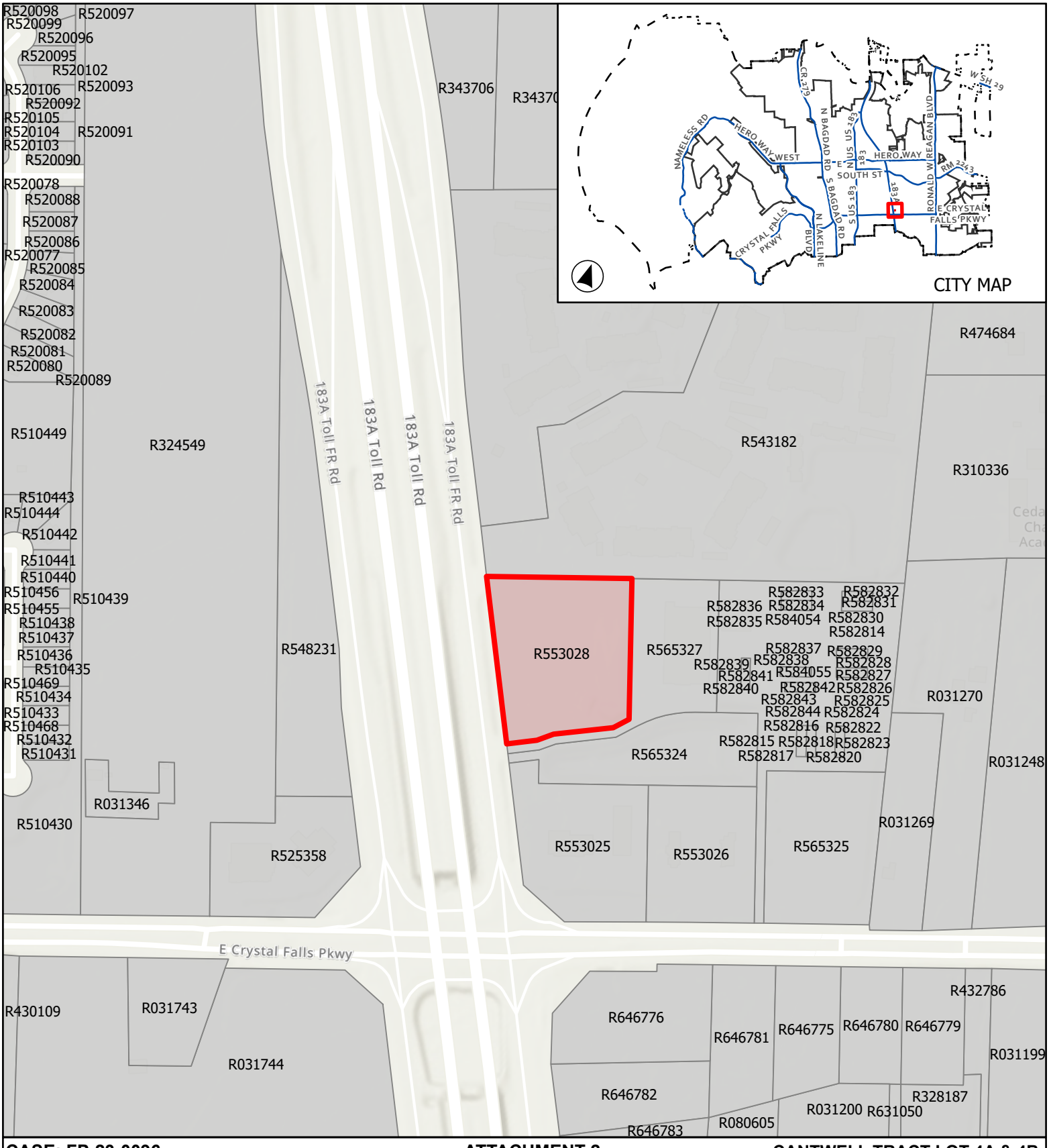
TO CERTIFY WHICH, WITNESS MY HAND AND SEAL AT THE COUNTY COURT OF SAID COUNTY, AT MY OFFICE IN GEORGETOWN, TEXAS, THE DATE LAST SHOWN ABOVE WRITTEN.

NANCY RISTER, CLERK COUNTY COURT OF WILLIAMSON COUNTY, TEXAS

BY:_____ DEPUTY

NANCY RISTER, CLERK, COUNTY COURT, WILLIAMSON COUNTY, TEXAS

SURVEY PREPARED BY BARTON CHAPA SURVEYING, LLC. 5200 STATE HIGHWAY 121, COLLEYVILLE, TX, TBPLS FIRM# 10194414



CASE: FP-23-0096 **ATTACHMENT 2** **CANTWELL TRACT LOT 4A & 4B**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 155 310

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case PP-22-0027 to approve the Bar W Ranch W Phase 8 Preliminary Plat on three (3) parcels of land approximately 80.373 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R523945, R544597 and R652645; generally located at the south east intersection of Bar W Ranch Boulevard and CR 267, Leander, Williamson County, Texas.

BACKGROUND:
This request is the second step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the preliminary plat satisfies the applicable regulations without requesting any variances.

This preliminary plat includes 197 single-family lots, 1 HOA Parkland Lot, 1 MUD lot, and 4 Landscape lots. This request also includes the removal of 11 Heritage Trees totaling 382". The project is preserving 58% of existing Heritage Trees on site totaling 510" of preserved Heritage Tree inches and approximately 72% of all other significant trees onsite totaling 1,702". This proposal meets all of the requirements of the Subdivision Ordinance. The Bar W Ranch MUD agreement allows for 25% mitigation reduction for removal of invasive species. The Final mitigation fee for Heritage Tree removal is $114,600 (382" at 2:1 mitigation = 764 x 25% = 191" at $200 per inch). This preliminary plat is on the consent agenda due to the existing Development Agreement. This agreement provides criteria for approval of significant and heritage tree removal. Staff recommends to approve the preliminary plat.

HISTORY/TIMELINE:

APPLICANT/AGENT:
Calson, Brigance & Doering, Inc. (Geoff Guerrero) on behalf of Continental Homes of Texas, LP (John A. Sparrow)

RECOMMENDATION:
Michael Chenausky AICP, Senior Planner

PRESENTER:

Fiscal Impact

Attachments:

1. PP-22-0027 Att 1 - Bar W Ranch W. Ph. 8 Preliminary Plat
2. PP-22-0027 Att 2 - Bar W Ranch Ph 8 - Location Map

PRELIMINARY PLAT

BAR W RANCH WEST

PHASE 8

CITY OF LEANDER FILE NO. PP-22-0027

DEVELOPER:
CONTINENTAL HOMES, LP
JOHN SPARROW
10700 PECAN PARK BLVD. STE. 400
AUSTIN, TEXAS 78750
(512) 619-5406

OWNER:
HOWARD BARKLEY WEDEMEYER
5773 WOODWAY DRIVE # 207
HOUSTON, TEXAS 77057

ENGINEER AND SURVEYOR:
CARLSON, BRIGANCE & DOERING, INC.
5501 WILLIAM CANNON DRIVE
AUSTIN, TEXAS 78749
PHONE: (512) 280-5160
FAX: (512) 280-5165

LAND USE SUMMARY:

SINGLE FAMILY RESIDENTIAL:	31.467 AC
H.O.A. PARKLAND, D.E. & P.U.E.:	35.10 AC
H.O.A. L.S.E./S.W.E./D.E.:	0.805 AC
ROADS RIGHT-OF-WAY:	12.001 AC
MUD	1.000 AC
TOTAL:	80.373 AC

TOTAL NO. OF LOTS:
NO. OF BLOCKS: 8
NO. OF SINGLE FAMILY LOTS: 197
NO. OF H.O.A. PARKLAND, D.E. & P.U.E LOTS: 1
NO. OF L.S.E., S.W.E. AND D.E. LOTS: 4
NO. OF MUD LOTS: 1
TOTAL LINEAR FOOTAGE OF STREETS:
(SEE SHEET NUMBER 2 FOR STREET LENGTHS)

** ABBREVIATIONS
D.E.-DRAINAGE EASEMENT
P.U.E.-PUBLIC UTILITY EASEMENT
WQ-WATER QUALITY
S.W.E.-SIDEWALK EASEMENT
L.S.E.-LANDSCAPE EASEMENT
H.O.A.-HOMEOWNERS ASSOCIATION

WATER LUE CALCULATION:

PROPOSED LOTS	LOTS	LUES
SINGLE FAMILY:	197	197
H.O.A. PARK:	1	1
L.S.E./S.W.E.:	4	2
MUD:	1	
TOTAL PROPOSED:	203 LOTS	200 LUES

WASTEWATER LUE CALCULATION:

PROPOSED LOTS	LOTS	LUES
SINGLE FAMILY:	197	197
H.O.A. PARK:	1	
L.S.E./S.W.E.:	4	
MUD:	1	
TOTAL PROPOSED:	203 LOTS	197 LUES

GENERAL PLAT NOTES:

1. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE EXTRA TERRITORIAL JURISDICTION OF THE CITY OF LEANDER, TEXAS. (ETJ ONLY)

2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.

3. A WATER AND WASTEWATER UTILITY EASEMENT IS DEDICATED TO THE CITY OF LEANDER, ITS SUCCESSORS AND ASSIGNS, IN, UPON, UNDER AND ACROSS ALL RIGHTS-OF-WAY FOR THE INSTALLATION AND MAINTENANCE OF WATER AND WASTEWATER UTILITIES.

4. DEVELOPMENT OF THIS TRACT IS SUBJECT TO THE AMENDED AND RESTATED AGREEMENT REGARDING CONSENT OF CREATION OF MUNICIPAL UTILITY DISTRICTS 1, 2 AND 3 AND DEVELOPMENT OF THE "BAR W RANCH" AS AMENDED (CONSENT AGREEMENT); DOC # 2015089728.

5. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.

6. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER AND LEANDER MUD NUMBER 3.

7. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.

8. IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT FOR THE NON-RESIDENTIAL LOTS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES. IN ADDITION, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT, LANDSCAPE AND ACCESS EASEMENT SHALL BE LOCATED ACROSS ALL NON-RESIDENTIAL LOTS.

9. A PORTION OF THIS TRACT IS WITHIN THE DESIGNATED FLOOD HAZARD AREA AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP # 48491C0455F, DATED DECEMBER 20, 2019 FOR WILLIAMSON COUNTY, TEXAS. THIS PROJECT IS LOCATED WITHIN THE FLOOD ZONE AE OF THE SOUTH FORK OF THE SAN GABRIEL RIVER AND WITHIN THE FLOOD ZONE A FOR THE TRIBUTARIES.

10. SIDEWALKS SHALL BE INSTALLED ON BOTH SIDES OF ALL STREETS. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED. THE HOMEOWNERS ASSOCIATION WILL BE RESPONSIBLE FOR MAINTAINING SIDEWALKS IN PUBLIC RIGHTS-OF-WAY AND PUBLIC SIDEWALK EASEMENTS. ALL SIDEWALKS SHALL BE FIVE (5') FEET WIDE.

11. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND, EXCEPT AS ALLOWED BY AMENDED AND RESTATED AGREEMENT REGARDING CONSENT OF CREATION OF MUNICIPAL UTILITY DISTRICTS 1, 2 AND 3 AND DEVELOPMENT OF THE "BAR W RANCH" AS AMENDED (CONSENT AGREEMENT).

12. NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 50' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING LOCAL OR COLLECTOR STREET OR 100' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE ROW OF AN INTERSECTING ARTERIAL STREET.

13. THE HOA OR MUNICIPAL UTILITY DISTRICT WILL OWN AND MAINTAIN THE FOLLOWING LOTS:

BLOCK U LOT 11
BLOCK X LOT 21
BLOCK S LOT 64
BLOCK S LOT 65
BLOCK S LOT 66
BLOCK S LOT 67

14. THE HOA BY LAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS IN DOCUMENT NUMBER 2015101121 AND AS AMENDED.

15. THE HOMEOWNERS ASSOCIATION OR THE MUNICIPAL UTILITY DISTRICT IS REQUIRED TO MOW AND MAINTAIN LANDSCAPING IN THE OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.

16. LOT BUILDING SETBACKS SHALL CONFORM WITH EXHIBIT "D" OF THE AMENDED AND RESTATED AGREEMENT REGARDING CONSENT OF CREATION OF MUNICIPAL UTILITY DISTRICTS 1, 2 AND 3 AND DEVELOPMENT OF THE "BAR W RANCH" AS AMENDED (CONSENT AGREEMENT).

17. ALL STREETS ARE TO BE PUBLIC ACCESS AND THEIR RIGHT-OF-WAYS WILL BE DEDICATED TO WILLIAMSON COUNTY WITH THE FINAL PLAT.

18. TREE MITIGATION WILL COMPLY WITH THE CONSENT AGREEMENT.

19. TIA NOTE: AT THE TIME OF FINAL PLAT, UNLESS A NEW TRAFFIC ANALYSIS FOR THE DEVELOPMENT AS PROPOSED IN THE CONCEPT PLAN INDICATES THAT AVERAGE DAILY TRIPS ARE BELOW 2,000, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TIA PER PEAK HOUR TRIP PROJECTED TO BE GENERATED BY THE DEVELOPMENT, IN THE AMOUNT OF $63.00 PER DWELLING TO BE PAID AT FINAL PLAT APPLICATION.

20. BAR W RANCH WEST PHASE 8 DISCHARGES DIRECTLY INTO THE SOUTH SAN GABRIEL RIVER AND AS SUCH, STORM WATER DETENTION IS NOT REQUIRED.

21. THIS PRELIMINARY PLAT SHALL MEET THE CITY OF LEANDER SUBDIVISION ORDINANCE REGULATIONS REGARDING THE PARKLAND DEDICATION AND RECREATION IMPROVEMENTS REQUIREMENTS.

22. LANDSCAPE LOT NOTE: FOR EVERY SIX HUNDRED (600) SQUARE FEET OF AREA IN THE LANDSCAPE LOT WITHIN 10' OF THE RIGHT OF WAY: LOTS 11/U, 21/X, 65/S, 66/S AND 67/S THAT FALL BETWEEN A SINGLE FAMILY LOT AND AN ARTERIAL OR COLLECTOR STREET, TWO (2) SHADE TREES (TWO CALIPER INCH OR LARGER) AND FOUR (4) SHRUBS (FIVE GALLON CONTAINER) SIZE OR LARGER SHALL BE PLANTED AND MAINTAINED. TWO ORNAMENTAL TREES PER SHADE TREE MAY BE SUBSTITUTED FOR UP TO 50% OF THE SHADE TREES IF DESIRED. A SIX-FOOT MASONRY PRIVACY FENCE, BUT NO HIGHER THAN THREE FEET WITHIN TWENTY-FIVE FEET OF AN INTERSECTING STREET, SHALL BE CONSTRUCTED WITH THE SUBDIVISION IMPROVEMENTS AT THE COMMON LOT LINE BETWEEN THE LANDSCAPE LOT AND THE SINGLE FAMILY OR TWO-FAMILY LOTS. THE FENCE IS REQUIRED TO BE CONSTRUCTED OF ONE OR MORE OF THE FOLLOWING MATERIALS: BRICK, STONE, CAST STONE, STUCCO, FACTORY TINTED (NOT PAINTED) SPLIT-FACED CONCRETE MASONRY UNIT, OR OTHER SIMILAR MATERIAL APPROVED BY THE DIRECTOR OF PLANNING. IN ADDITION TO THE MATERIALS LISTED ABOVE TEXTURED PRE-CAST CONCRETE (E.G. WOODCRETE) IS ALSO PERMITTED WHEN THE PRIVACY FENCE IS ADJACENT TO COLLECTORS. ALL COLUMNS ARE REQUIRED TO HAVE CONCRETE FOOTINGS. THE LANDSCAPE LOT IS REQUIRED TO BE MAINTAINED BY A PRIVATE ASSOCIATION.

23. THE FUTURE LAND USE CATEGORY IS NEIGHBORHOOD RESIDENTIAL AS DESIGNATED BY THE FUTURE LAND USE MAP.

24. PHASE 2 OF THE BAR W RANCH WEST LIFT STATION (L.S. #25) MUST BE CONSTRUCTED AND ACCEPTED BY THE CITY OF LEANDER BEFORE BAR W RANCH WEST PHASE 8 (OR OTHER FUTURE BAR W RANCH WEST PHASES) CAN BE CLOSED OUT AND ACCEPTED BY THE CITY OF LEANDER.

25. LOT 1 THROUGH LOT 20 BLOCK S SHALL ONLY TAKE ACCESS FROM TUMBLEWEED TRAIL. THESE LOTS ARE PROHIBITED FROM TAKING ACCESS TO COUNTY ROAD 267.

LOCATION MAP

SCALE: 1" = 2,000'

FILING DATE: 12-06-2022

LEGAL DESCRIPTION:
BEING A 80.373 ACRE TRACT OF LAND OUT OF THE HENRY GARMES SURVEY, ABSTRACT NUMBER 269, SITUATED IN WILLIAMSON COUNTY, TEXAS, BEING A PORTION OF A CALLED 972.33 ACRE TRACT OF LAND CONVEYED TO HOWARD BARKLEY WEDEMEYER IN VOLUME 343, PAGE 553 OF THE DEED RECORDS OF WILLIAMSON COUNTY, TEXAS AND ALL OF A CALLED 1.00 ACRE TRACT OF LAND CONVEYED TO BROOK EVANS, et al IN DOCUMENT NUMBER 2021044876 OF THE OFFICIAL PUBLIC RECORDS OF WILLIAMSON COUNTY, TEXAS.

TOTAL ACREAGE : 80.373 ACRES
SURVEY: HENRY GARMES SURVEY, ABS. NO. 269

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
FLOOD PLAIN MAP NUMBER 48491C0455F, DATED DECEMBER 20, 2019
A PORTION OF THIS PRELIMINARY PLAN IS WITHIN A FLOOD HAZARD ZONE PER THE REFERENCED FEMA PANELS.

SURVEYORS CERTIFICATION

ALL EASEMENTS OF RECORD ARE HEREBY SHOWN ON THIS PRELIMINARY PLAT BASED ON THE MOST RECENT TITLE POLICY PREPARED FOR PURCHASE OF THE PROPERTY.

WITNESS MY HAND THIS 28TH DAY OF NOVEMBER, 2023.

STATE OF TEXAS — REGISTERED — AARON V. THOMAS — 6214 — PROFESSIONAL LAND SURVEYOR

AARON VAN THOMASON. R.P.L.S. NO. 6214

SINGLE FAMILY LOTS:

PHASE 1	229 LOTS	
45' LOT: 109 LOTS	47.6%	
50' LOT: 87 LOTS	37.9%	
60' LOT: 33 LOTS	14.5%	
PHASE 2	177 LOTS	
50' LOT: 115 LOTS	65.0%	
60' LOT: 62 LOTS	35.0%	
PHASE 3	165 LOTS	
45' LOT: 76 LOTS	46.06%	
50' LOT: 62 LOTS	37.58%	
60' LOT: 27 LOTS	16.36%	
PHASE 4	152 LOTS	
41' LOT: 106 LOTS	69.7%	
50' LOT: 38 LOTS	25.0%	
60' LOT: 8 LOTS	5.3%	
PHASE 5	141 LOTS	
50' LOT: 88 LOTS	62.41%	
60' LOT: 48 LOTS	34.04%	
70' LOT: 5 LOTS	3.55%	
PHASE 6	54 LOTS	
50' LOT: 47 LOTS	87.04%	
60' LOT: 7 LOTS	12.96%	
PHASE 7	138 LOTS	
45' LOTS: 92 LOTS	66.67%	
50' LOT: 29 LOTS	21.01%	
60' LOT: 17 LOTS	12.32%	
PHASE 8	197 LOTS	
50' LOT: 185 LOTS	93.91%	
60' LOT: 9 LOTS	4.57%	
70' LOT: 3 LOTS	1.52%	
PHASES 9	78 LOTS	
50' LOT: 74 LOTS	94.9%	
60' LOT: 3 LOTS	3.9%	
70' LOT: 1 LOTS	1.2%	
PHASES 10 & 11	322 LOTS	
41' LOT: 18 LOTS	5.59%	
50' LOT: 298 LOTS	92.55%	
60' LOT: 2 LOTS	0.62%	
70' LOT: 4 LOTS	1.24%	
OVERALL LOT TABLE 1653 LOTS		
41' LOT: 124 LOTS	7.50%	
45' LOT: 277 LOTS	16.76%	
50' LOT: 1025 LOTS	62.01%	
60' LOT: 215 LOTS	13.00%	
70' LOT: 12 LOTS	0.73%	

SHEET INDEX

1	COVER SHEET
2	CONCEPT PLAN
3	EXISTING CONDITIONS
4	OVERALL PRELIMINARY PLAT (200 SCALE)
5	OVERALL PRELIMINARY PLAT (100 SCALE)
6	WATER PLAN
7	WASTE WATER PLAN
8	OVERALL DRAINAGE PLAN
9	HYDROLOGY-EXISTING
10	HYDROLOGY-PROPOSED
11	PARKS PLAN
12	TREE SURVEY
13	HERITAGE TREES
14	TREE TABLE
15	RIPARIAN CORRIDOR PLAN

ENGINEERS CERTIFICATION

THIS IS TO CERTIFY THAT I AM CERTIFIED TO PRACTICE THE PROFESSION OF ENGINEERING IN THE STATE OF TEXAS, THAT I PREPARED THE PLANS SUBMITTED HEREWITH, AND THAT ALL INFORMATION SHOWN HEREON IS ACCURATE AND CORRECT TO THE BEST OF MY KNOWLEDGE AS RELATED TO THE ENGINEERING PORTIONS THEREOF, AND THAT SAID PLANS COMPLY WITH THE CITY OF LEANDER CODES AND ORDINANCES AND WILLIAMSON COUNTY.

WITNESS MY HAND THIS 28th DAY OF NOVEMBER, 2023.

LEE A. WHITED, P.E. P.E. NO. 102471

PP-22-0027

DESIGNED BY: LAW | DRAFTED BY: EK

DATE | REVISION

Carlson, Brigance & Doering, Inc.
Civil Engineering ◆ Surveying
FIRM ID #F3791
Main Office: 5501 West William Cannon Dr. Austin, Texas 78749
North Office: 12129 RR 620 N., Ste. 600 Austin, Texas 78750
Phone No. (512) 280-5160 Fax No. (512) 280-5165

SHEET NAME: COVER SHEET
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

11-28-23
STATE OF TEXAS — LEE A. WHITED — 102471 — LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC. ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 1 OF 15
SHEET NO.: 1

FILE PATH: J:\ACD\5494\dwg\PRELIMINARY DWG\5494-PRELIM PLAN.dwg - Nov 20, 2023 - 10:12am

BAR W RANCH WEST - REVISION # 3

ADJACENT OWNERS

1. R022217 CAUGHFIELD RANCH LTD "9111 JOLLYVILLE RD, #STE 111 AUSTIN, TX 78759"
2. R022222 A S EVENT CENTER "PO BOX 888 LEANDER, TX 78646-0888"
3. R032242 KING, PHILLIP R & MARCELLA G "1429 LINDEN DR NEW CASTLE, IN 47362"
4. R032246 ALEXANDER, ALICE CATHERINE (LE) & MARK & ET AL "694 CR 267 GEORGETOWN, TX 78628"
5. R032244 BONNET ENTERPRISES LTD "1430 TABLE ROCK RD COPPERAS COVE, TX 76522-7034"
6. R032248 BONNETT, BYRAN "600 COUNTY ROAD 267 GEORGETOWN, TX 78628-6832"
7. R403509 RONAN, NATHAN S & LISA A "PO BOX 1751 LEANDER, TX 78646-1751"
8. R403510 RONAN, NATHAN S & LISA A "PO BOX 1751 LEANDER, TX 78646-1751"
9. R032266 BRAZOS ELEC POWER COOP "PO BOX 2585 WACO, TX 76702-2585"
10. R430223 PEREZ, ERNESTO, JR "3000 JUNEAU DR CEDAR PARK, TX 78613-2502"
11. R403523 STARKS, DONALD W & KATHRYN S "200 COUNTY ROAD 286 LIBERTY HILL, TX 78642-6025"
12. R418530 STARKS, DONALD W & KATHRYN S "200 COUNTY ROAD 286 LIBERTY HILL, TX 78642-6025"
13. R485000 STARKS, DONALD W & KATHRYN S 200 COUNTY ROAD 286 LIBERTY HILL, TX 78642-6025
14. R485003 STARKS, DONALD W & KATHRYN S 200 COUNTY ROAD 286 LIBERTY HILL, TX 78642-6025
15. R328209 SEC 29/RR LP "207 SAN JACINTO BLVD, #STE 300 AUSTIN, TX 78701"
16. R328207 DIPPREY, VIRGINIA C & RONALD C "PO BOX 2595 GEORGETOWN, TX 78627-2595"
17. R021691 HAMMACK, MILDRED BLANCHE "160 SAN MINATO ST GEORGETOWN, TX 78628-7030"
18. R021681 GREER, GARY "PO BOX 265 LEANDER, TX 78646-0265"
19. R382651 HARRELL, CHET D "207 HIGH RIVER RANCH DR LIBERTY HILL, TX 78642-5786"
20. R499767 SUTTON, ROGER "116 FLORENZ LN GEORGETOWN, TX 78628"
21. R499768 CANTU, MARC ANTHONY & ANALISA M "120 FLORENZ LN GEORGETOWN, TX 78628"
22. R499769 UNAVAILABLE UNAVAILABLE
23. R499770 NEILL, HAROLD D & CAROL P "128 FLORENZ LN GEORGETOWN, TX 78628"
24. R499771 GARRISON, CHARLES E & LAURIE A "132 FLORENZ LN GEORGETOWN, TX 78628"
25. R499772 ANGUIANO, AMADOR & HILLARY A "136 FLORENZ LN GEORGETOWN, TX 78628"
26. R499773 HACHMANN, JOHN O & ADELE S "140 FLORENZ LN GEORGETOWN, TX 78628"
27. R499774 CARLSON, GREGORY A & PATSY E "144 FLORENZ LN GEORGETOWN, TX 78628"
28. R499775 RANELLI, DAVID G & JULIE A "148 FLORENZ LN GEORGETOWN, TX 78628"
29. R499776 BECKER, KEITH & VICTORIA "152 FLORENZ LN GEORGETOWN, TX 78628"
30. R499762 RANCHO SIENNA KC LP & NASH RANCHO HILLS LLC NEWLAND COMMUNITIES 13809 RESEARCH BLVD #475 AUSTIN, TX 78750
31. R407745 RANCHO SIENNA KC LP & NASH RANCHO HILLS LLC. NEWLAND COMMUNITIES 13809 RESEARCH BLVD #475 AUSTIN, TX 78750
32. R506829 RANCHO SIENNA KC LP & MICHAEL DASILVA 13809 RESEARCH BLVD #475 AUSTIN, TX 78750
33. R473804 EQUITY SECURED CAPITAL LP "P O BOX 160460 AUSTIN, TX 78716-0460"
34. R500871, R500872 EQUITY SECURED CAPITAL LP "P O BOX 160460 AUSTIN, TX 78716-0460"
35. R510101 TESCH, ROBERT E C/O TESCH & ASSOCIATES INC. 1400 E WHITESTONE BLVD CEDAR PARK, TX 78613-9019
36. R473803 TESCH, ROBERT E C/O TESCH & ASSOCIATES INC 1400 E WHITESTONE BLVD CEDAR PARK, TX 78613-9019
37. R497583 TESCH, ROBERT E C/O TESCH & ASSOCIATES INC 1400 E WHITESTONE BLVD CEDAR PARK, TX 78613-9019
38. R032198 LAMB HUIE H JR "5803 BULLARD DR AUSTIN, TX 78757-4403"
39. R032109 TOUNGATE L V SR "1445 COUNTY ROAD 270 LEANDER, TX 78641-1315"
40. R037809 MARSHALL FREDDIE RAY ET UX 6400 LOST HORIZON DR. AUSTIN, TX 78759-6152
41. R037811 CASSADY, TERRY I & SHARON H "1541 ORCHARD DR LEANDER, TX 78641-1370"
42. R037859 GUTHRIE, BOBBY R & ANN "PO BOX 162 BRIGGS, TX 78608-0162"
43. R037860, R323003 BURNHAM, CARL & RHONDA "1501 ORCHARD DR LEANDER, TX 78641-1370"
44. R037862 SYLVEST, PAM A "1415 ORCHARD DR LEANDER, TX 78641-1368"
45. R037863 SEAGRAVES, REGGIE L, III "1411 ORCHARD DR LEANDER, TX 78641"
46. R037864 MORRIS, STEPHANIE RYDER & DANIEL "1409 ORCHARD DR LEANDER, TX 78641"
47. R032247 LANDIS, VICTOR E JR & CATHY JAYNE "PO BOX 1298 GEORGETOWN, TX 78627"
48. R484169 IRONWOOD REAL ESTATE LLC & SWTND LTD & DEVON SUSHOLTZ AS TR "C/O IRONWOOD REAL ESTATE LLC 207 SAN JACINTO BLVD, #STE 300 AUSTIN, TX 78701-4030"

GRAPHIC SCALE
0 200 400 600 800
(IN FEET)

LOCATION MAP
NOT TO SCALE

LEGEND
- IRON PIN SET
- IRON PIN FOUND
- CONCRETE MONUMENT FOUND
- CONCRETE MONUMENT SET
- (10) ADJACENT PROPERTY OWNER INFORMATION (SEE THIS SHEET)
- 100 YEAR FLOOD PLAIN
- OPTIONAL SCHOOL SITE
- TRAILS
- PROPOSED TRAFFIC PATTERN; LOCAL 50' ROW
- PROPOSED TRAFFIC PATTERN; RESIDENTIAL COLLECTOR 60' ROW

NOTES:

STREETS	R.O.W.	PAVEMENT
STREET A	120'	100'
STREET B	70'	50'
STREET C	70'	50'

PLAT NOTES:

1. ON-SITE STORM WATER FACILITIES WILL BE PROVIDED AS NEEDED TO PREVENT ADVERSE IMPACT TO DOWNSTREAM PROPERTIES.
2. PRELIMINARY PLAT SHALL MEET THE THE CITY OF LEANDER SUBDIVISION ORDINANCE REGULATIONS REGARDING THE PARKLAND DEDICATION AND RECREATION IMPROVEMENT REQUIREMENTS.
3. AT THE TIME OF SITE DEVELOPMENT PERMIT, UNLESS A NEW TRAFFIC ANALYSIS FOR THE DEVELOPMENT AS PROPOSED IN THE CONCEPT PLAN INDICATES THAT AVERAGE DAILY TRIPS ARE ESTIMATED BELOW 2,000, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TIA PER PEAK HOUR TRIP PROJECTED TO BE GENERATED BY THE DEVELOPMENT.
4. VILLAGE CLUSTER SHALL BE DEFINED AS MIXED USE OR RESIDENTIAL UP TO 15 UNITS PER ACRE.
5. * CONNECTING ROADWAY WILL BE A RESIDENTIAL COLLECTOR ROAD UNLESS APPROVED OTHERWISE BY THE CITY OF LEANDER.

WEDEMEYER-BAR W RANCH PARKLAND DEDICATION ORDINANCE WORKSHEET
15-Oct-15

Type	Residential Units	Parkland Required	Parkland Proposed	Parkland Credited *	Rec. Imp. Fee Required	Proposed Improvements
Single Family	1970	68.95			$ 788,000.00	Greenbelt trails, amenity center, 3 neighborhood parks
			117.47	*		
			2.79	*		
			2.79	*		
			35.29	*		
			1.8	*		
			1.95	*		
			18.65	*		
			4.34	*		
Cluster SF	198	6.93			$ 79,200.00	
Multi-Family	301	10.535			$ 120,400.00	
TOTALS:	**2469**	**86.415**	**185.08**	*	**$ 987,600.00**	

* The final acreage for parkland credited will be determined after deducting water quality/detention/retention pond acreage within the proposed greenbelt areas.
** The project will be developed as a master planned community with substantial parkland, open space, greenbelts and park improvements. The City agrees that the public and private parkland, open space, greenbelts and trails depicted on the Concept Plan will satisfy all of the parkland dedication requirements for the project, and that no additional parkland dedication will be required from the Developer. Parkland will be dedicated in parcels as the adjacent residential property is platted. Park improvements will be required in compliance with Section 61 of the City's Subdivision Ordinance.
*** 117.47 acre greenbelt area shall allow public access and the construction of a 10' wide concrete public trail shall be the first priority for utilizing the parkland dedication recreaton recreation improvements fees.

OWNER:
BARKLEY WEDEMEYER
5773 WOODWAY #207
HOUSTON, TEXAS 77057
(713) 818-5874

DEVELOPER:
HARRIS & STRAUB, LLC
ATTN: JOE STRAUB
4408 SPICEWOOD SPRINGS ROAD
AUSTIN, TEXAS 78759
(512) 231-1555

ENGINEER AND SURVEYOR:
CARLSON, BRIGANCE & DOERING, INC.
5501 WILLIAM CANNON DRIVE
AUSTIN, TEXAS 78749
PHONE: (512) 280-5160
FAX: (512) 280-5165

LEGAL DESCRIPTION:

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)
FLOOD PLAIN MAP NUMBER ~~48491C0275E AND 48491C0455E~~ #48491C0455F
DATED ~~SEPTEMBER 26, 2008~~ DECEMBER 20, 2019

TOTAL ACREAGE : 927.30 ACRES
SURVEY: HENRY GARMES
SURVEY, ABS. NO. 269

LAND USE SUMMARY	
SINGLE FAMILY RESIDENTIAL:	458.39 AC
COMMERCIAL:	121.51 AC
MULTI-FAMILY:	34.23 AC
VILLAGE CLUSTER:	54.45 AC
GREENBELT-PARK LAND:	182.29 AC
AMENITIES CENTER:	4.20 AC
FIRE STATION & WATER TOWER:	4.00 AC
MAJOR ROADWAYS:	31.71 AC
LIFT STATION	0.50 AC
TOTAL:	891.28 AC

PROPOSED LUE'S	
SINGLE FAMILY:	1,970 LUE'S
SCHOOL:	15 LUE'S
COMMERCIAL:	280 LUE'S
MULTI-FAMILY:	301 LUE'S
VILLAGE CLUSTER:	198 LUE'S
AMENITIES CENTER:	15 LUE'S
FIRE STATION & WATER TOWER:	5 LUE'S
TOTAL PROPOSED LUE'S:	2,784 LUE'S

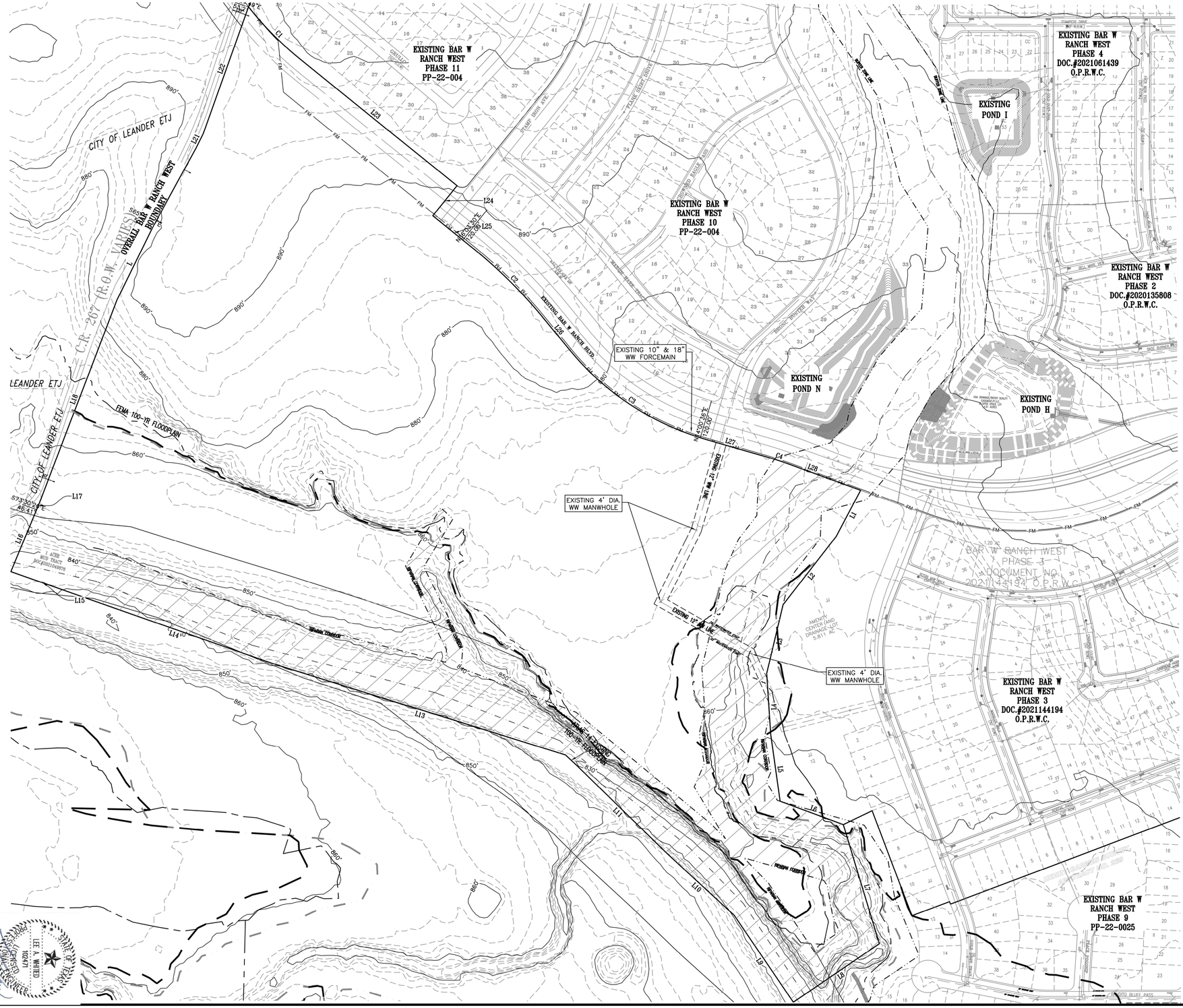
712 Congress Avenue, Suite 300
Austin, TX 78701
Tel: (512) 480-0032 Fax: (512) 480-0617
www.rviplanning.com
rvi planning + landscape architecture

Carlson, Brigance & Doering, Inc.
FIRM ID #F3791
Civil Engineering
Surveying
5501 West William Cannon
Austin, Texas 78749
Phone No. (512) 280-5160
Fax No. (512) 280-5165

CONCEPT PLAN
DATE: AUGUST 2017
DRAFTED BY: JSL
DESIGNED BY: CRB
SHEET
JOB NAME
BAR W RANCH WEST - REVISION #2
PROJECT
STREET, DRAINAGE, WATER & WASTEWATER IMPROVEMENTS
JOB NUMBER 4750
SHEET 2 OF 15

PRELIMINARY PLAT

BAR W RANCH WEST- PHASE 8



LEGEND

D.E.	DRAINAGE EASEMENT
17	LOT NUMBER
(A)	BLOCK NUMBER
	EASEMENT LINE
	FEMA FLOODPLAIN
	EXISTING PHASE BOUNDARY
	ATLAS 14 EXIST. 100-YR FLOODPLAIN
	PHASE 8 BOUNDARY
	BUFFER ZONES
	EXIST. 2' CONTOUR
870	EXIST. 10' CONTOUR

0 200 400

SCALE: 1" = 200'

Line Table		
Line #	Length	Direction
L1	125.00	N89°41'20"E
L2	110.08	S22°12'34"E
L3	7.03	S45°00'00"W
L4	58.00	S21°00'00"W
L5	101.00	S24°00'00"W
L6	102.00	S41°00'00"W
L7	77.00	S43°00'00"W
L8	94.85	S51°00'00"W
L9	99.53	N61°29'20"E
L10	125.00	N66°25'55"E
L11	8.22	S23°34'05"E
L12	78.94	N00°18'40"W
L13	50.00	S09°20'14"E
L14	50.10	S01°37'36"E
L15	58.01	N75°31'56"E

Line Table		
Line #	Length	Direction
L16	45.41	N53°16'02"E
L17	42.26	S61°34'06"W
L18	25.00	N33°03'27"E
L19	50.00	N81°40'37"W
L20	51.78	S83°16'34"W
L21	50.31	N87°59'42"W
L22	16.37	S81°40'37"E
L23	34.25	N02°15'40"E
L24	43.81	S02°15'40"W
L25	63.87	N87°09'15"E
L26	50.56	S07°28'38"E
L27	15.14	S07°28'38"E
L28	89.46	N14°38'37"W
L29	43.65	N23°34'05"W
L30	43.65	S23°34'05"E

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C1	228.49	1035.00	S47°35'12"E	228.02	114.71	12°38'55"
C2	302.00	1500.00	S48°08'36"E	301.49	151.51	11°32'08"
C3	511.21	850.00	S59°36'18"E	503.54	263.60	34°27'33"
C4	75.98	1100.00	S74°51'21"E	75.96	38.00	3°57'27"

PP-22-0027

DESIGNED BY: LAW

DRAFTED BY: EK

REVISION	DATE

Carlson, Brigance & Doering, Inc.
Civil Engineering ◆ Surveying
FIRM ID #F3791
Main Office: 5501 West William Cannon Dr. Austin, Texas 78749 Phone No. (512) 280-5160
North Office: 12129 RR 620 N., Ste. 600 Austin, Texas 78750 Fax No. (512) 280-5165

SHEET NAME: EXISTING CONDITIONS

JOB NAME: BAR W RANCH WEST PHASE 8

PROJECT: PRELIMINARY PLAN

7-21-23

STATE OF TEXAS
LEE A. WHITED
102471
LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023

JOB NUMBER: 5494

SHEET: 3 OF 15

SHEET NO.: 3

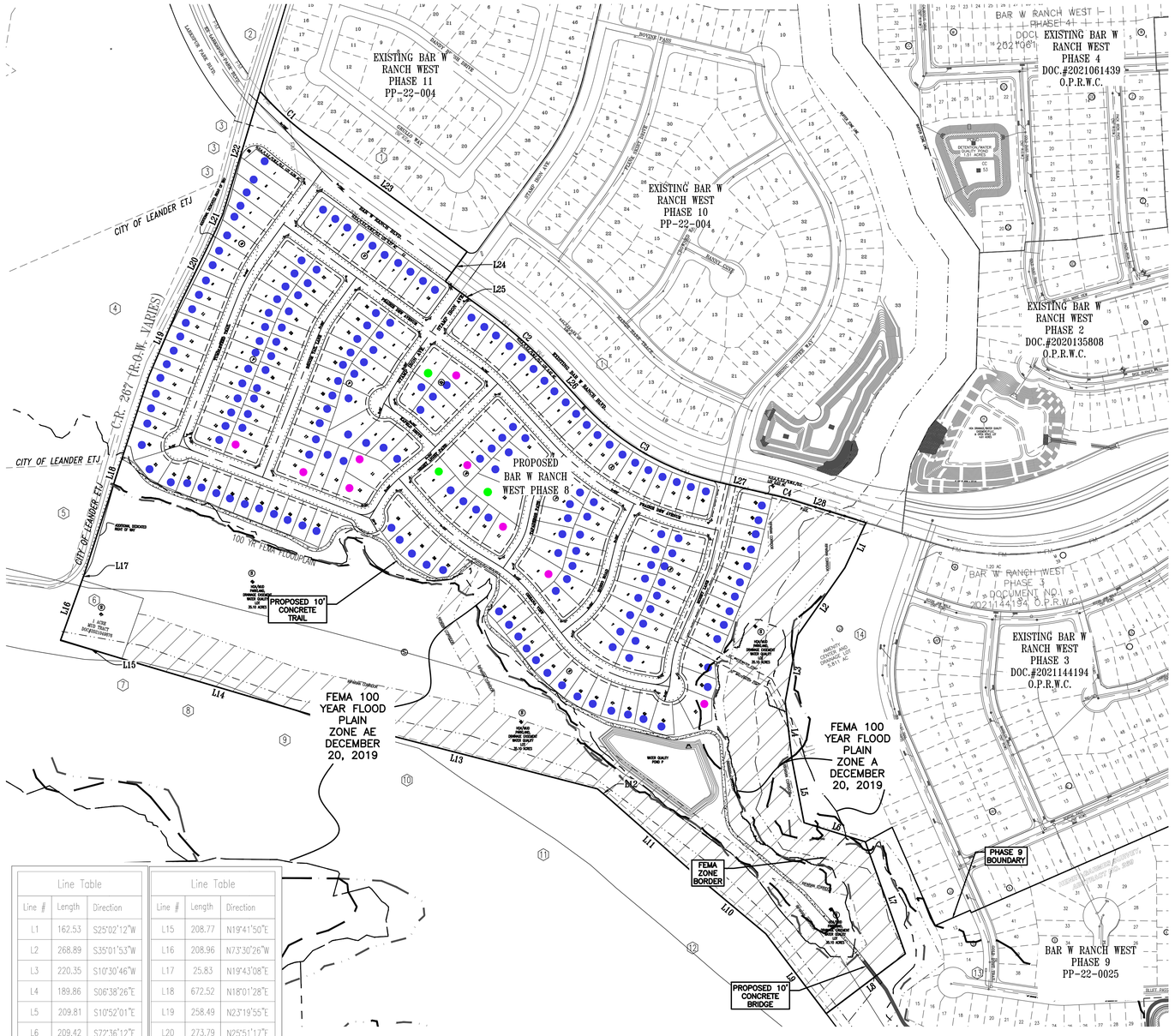
FILE PATH:J:\ACAD\5494\dwg\PRELIMINARY DWG\5494-PRELIM EXISTING CONDITIONS.dwg - Jul 21, 2023 - 4:06pm

PRELIMINARY PLAT

BAR W RANCH WEST - PHASE 8

SINGLE FAMILY LOTS:

PHASE 1	229 LOTS
45' LOT: 109 LOTS	47.6%
50' LOT: 87 LOTS	37.9%
60' LOT: 33 LOTS	14.5%
PHASE 2	177 LOTS
50' LOT: 115 LOTS	65.0%
60' LOT: 62 LOTS	35.0%
PHASE 3	165 LOTS
45' LOT: 76 LOTS	46.06%
50' LOT: 62 LOTS	37.58%
60' LOT: 27 LOTS	16.36%
PHASE 4	152 LOTS
41' LOT: 106 LOTS	69.7%
50' LOT: 38 LOTS	25.0%
60' LOT: 8 LOTS	5.3%
PHASE 5	141 LOTS
50' LOT: 88 LOTS	62.41%
60' LOT: 48 LOTS	34.04%
70' LOT: 5 LOTS	3.55%
PHASE 6	54 LOTS
50' LOT: 47 LOTS	87.04%
60' LOT: 7 LOTS	12.96%
PHASE 7	138 LOTS
45' LOTS: 92 LOTS	66.67%
50' LOT: 29 LOTS	21.01%
60' LOT: 17 LOTS	12.32%
PHASE 8	197 LOTS
50' LOT: 185 LOTS	93.91%
60' LOT: 9 LOTS	4.57%
70' LOT: 3 LOTS	1.52%
PHASES 9	78 LOTS
50' LOT: 74 LOTS	94.9%
60' LOT: 3 LOTS	3.9%
70' LOT: 1 LOTS	1.2%
PHASES 10 & 11	322 LOTS
41' LOT: 18 LOTS	5.59%
50' LOT: 298 LOTS	92.55%
60' LOT: 2 LOTS	0.62%
70' LOT: 4 LOTS	1.24%
OVERALL LOT TABLE	1653 LOTS
41' LOT: 124 LOTS	7.50%
45' LOT: 277 LOTS	16.76%
50' LOT: 1025 LOTS	62.01%
60' LOT: 215 LOTS	13.00%
70' LOT: 12 LOTS	0.73%


EXISTING BAR W RANCH WEST PHASE 11 PP-22-004
EXISTING BAR W RANCH WEST PHASE 10 PP-22-004
EXISTING BAR W RANCH WEST PHASE 4 DOC.#2021061439 O.P.R.W.C.
EXISTING BAR W RANCH WEST PHASE 2 DOC.#2020135808 O.P.R.W.C.
EXISTING BAR W RANCH WEST PHASE 3 DOC.#2021144194 O.P.R.W.C.
BAR W RANCH WEST PHASE 4 DOC.#2021061439
BAR W RANCH WEST PHASE 3 DOCUMENT NO.(S) 2021144194 O.P.R.W.C.
BAR W RANCH WEST PHASE 9 PP-22-0025
PROPOSED BAR W RANCH WEST PHASE 8
CITY OF LEANDER ETJ
C.R. 267 (R.O.W. VARIES)
100 YR FEMA FLOODPLAIN
PROPOSED 10' CONCRETE TRAIL
FEMA 100 YEAR FLOOD PLAIN ZONE AE DECEMBER 20, 2019
FEMA 100 YEAR FLOOD PLAIN ZONE A DECEMBER 20, 2019
FEMA ZONE BORDER
PROPOSED 10' CONCRETE BRIDGE
PHASE 9 BOUNDARY
DETENTION/WATER QUALITY POND 1 (11.01 ACRES)
DETENTION/WATER QUALITY POND 2 (5.81 ACRES)
DETENTION/WATER QUALITY POND 3 (3.10 ACRES)
DETENTION/WATER QUALITY POND 4 (3.10 ACRES)
DETENTION/WATER QUALITY POND 5 (3.10 ACRES)
DETENTION/WATER QUALITY POND 6 (3.10 ACRES)
DETENTION/WATER QUALITY POND 7 (3.10 ACRES)
DETENTION/WATER QUALITY POND 8 (3.10 ACRES)
DETENTION/WATER QUALITY POND

BAR W RANCH WEST - PHASE 8
PRELIMINARY PLAT

EXISTING BAR W RANCH WEST PHASE 11 PP-22-004

EXISTING BAR W RANCH WEST PHASE 10 PP-22-004

EXISTING POND N

EXISTING BAR W RANCH WEST PHASE 2 DOC.#2020135808 O.P.R.W.C.

EXISTING BAR W RANCH WEST PHASE 3 DOC.#2021144194 O.P.R.W.C.

BAR W RANCH BLVD.

EXISTING BAR W RANCH BLVD.

PRAIRIE DEW AVENUE

STAMP IRON AVE.

BROOM TAIL LANE

TUMBLEWEED TRAIL

KAPELO DRIVE

TAPAHANNOCK TRAIL

MOSSY LANE

HORIO ROAD

ORIANA VIEW

ADDITIONAL DEDICATED RIGHT OF WAY

CITY OF LEANDER ETJ

C.R. 267 (R.O.W. VARIES)

100 YR FLOODPLAIN

PROPOSED 10' CONCRETE TRAIL

FEMA 100 YEAR FLOOD PLAIN ZONE AE DECEMBER 20, 2019

FEMA 100 YEAR FLOOD PLAIN ZONE A DECEMBER 20, 2019

PROPOSED 10' CONCRETE BRIDGE

PHASE 3 BOUNDARY

WATER QUALITY POND P

1 ACRE MUD TRACT DOC#20210049876

AMENITY CENTER AND DRAINAGE LOT 5.811 AC

HOA/MUD PARKLAND, DRAINAGE EASEMENT WATER QUALITY LOT 35.10 ACRES

RIPARIAN CORRIDOR

WASTEWATER ESMT.

SIGHT LINE ESMT.

H.O.A./L.S.E./S.W.E./D.E. LOT 0.27 AC

H.O.A./L.S.E./S.W.E./D.E. LOT 0.42 AC

H.O.A./L.S.E./S.W.E./D.E. LOT 0.03 AC

P.U.E.

LEGEND

W.L. ESMT.	WATER LINE EASEMENT
WW ESMT.	WASTEWATER EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
L.S.L.	LANDSCAPE LOT
D.E.	DRAINAGE EASEMENT
S.W.E.	SIDEWALK LOT
17	LOT NUMBER
(TT)	BLOCK NUMBER
(1)	ADJOINER OWNERSHIP
	EASEMENT LINE
	SIDEWALK LOCATION (5' WIDE)
	100-YR FULLY DEVELOPED FLOODPLAIN
	EXISTING PHASE BOUNDARY
	PHASE 8 BOUNDARY
	PROPOSED ATLAS 14 100 YR FLOODPLAIN
	EXISTING ATLAS 14 100 YR FLOODPLAIN
	RIPARIAN CORRIDOR

0 100 200

SCALE: 1" = 100'

NOTES:

1. ALL HOMES BUILT ON LOTS SIDING OR BACKING UP TO A MAJOR ARTERIAL ROADWAY ARE REQUIRED TO BE CONSTRUCTED TO TYPE A ARCHITECTURAL STANDARDS. THE LOT AND BLOCK NUMBERS OF SUCH LOTS ARE IDENTIFIED IN THE NOTE:

   LOTS 1-10 BLOCK U
   LOTS 1-20 BLOCK X
   LOTS 1-20 BLOCK S

2. ALL SIDEWALKS SHALL BE MAINTAINED BY EACH OF THE ADJACENT PROPERTY OWNERS.

Line Table		
Line #	Length	Direction
L1	162.53	S25°02'12"W
L2	268.89	S35°01'53"W
L3	220.35	S10°30'46"W
L4	189.86	S06°38'26"E
L5	209.81	S10°52'01"E
L6	209.42	S72°36'12"E
L7	387.64	S19°39'22"E
L8	323.51	S52°53'39"W
L9	326.70	N37°06'21"W
L10	291.20	N50°03'21"W
L11	385.49	N48°35'13"W
L12	47.80	N50°03'21"W
L13	938.40	N75°32'21"W
L14	669.51	N73°29'21"W

Line Table		
Line #	Length	Direction
L15	208.77	N19°41'50"E
L16	208.96	N73°30'26"W
L17	25.83	N19°43'08"E
L18	672.52	N18°01'28"E
L19	258.49	N23°19'55"E
L20	273.79	N25°51'17"E
L21	50.69	N23°38'55"E
L22	418.99	N16°48'11"E
L23	627.50	S53°54'40"E
L24	120.00	S36°05'20"W
L25	163.12	S53°54'40"E
L26	136.70	S42°22'32"E
L27	193.36	S76°50'05"E
L28	237.58	S72°52'38"E

Curve Table						
Curve #	Length	Radius	Chord Direction	Chord Length	Tangent	DELTA
C1	228.49	1035.00	S47°35'12"E	228.02	114.71	12°38'55"
C2	302.00	1500.00	S48°08'36"E	301.49	151.51	11°32'08"
C3	511.21	850.00	S59°36'18"E	503.54	263.60	34°27'33"
C4	75.98	1100.00	S74°51'21"E	75.96	38.00	3°57'27"

DESIGNED BY: LAW | DRAFTED BY: EK

DATE | REVISION

Carlson, Brigance & Doering, Inc.
Civil Engineering ◆ Surveying
FIRM ID #F3791
Main Office: 5501 West William Cannon Dr. 78749
North Office: 12129 RR 620 N., Ste. 600 Austin, Texas 78750
Phone No. (512) 280-5160 Fax No. (512) 280-5165

SHEET NAME: PRELIMINARY PLAT (100 SCALE)
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

7-26-23
STATE OF TEXAS
LEE A. WHITED
102471
LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 5 OF 15
SHEET NO.: 5

PP-22-0027

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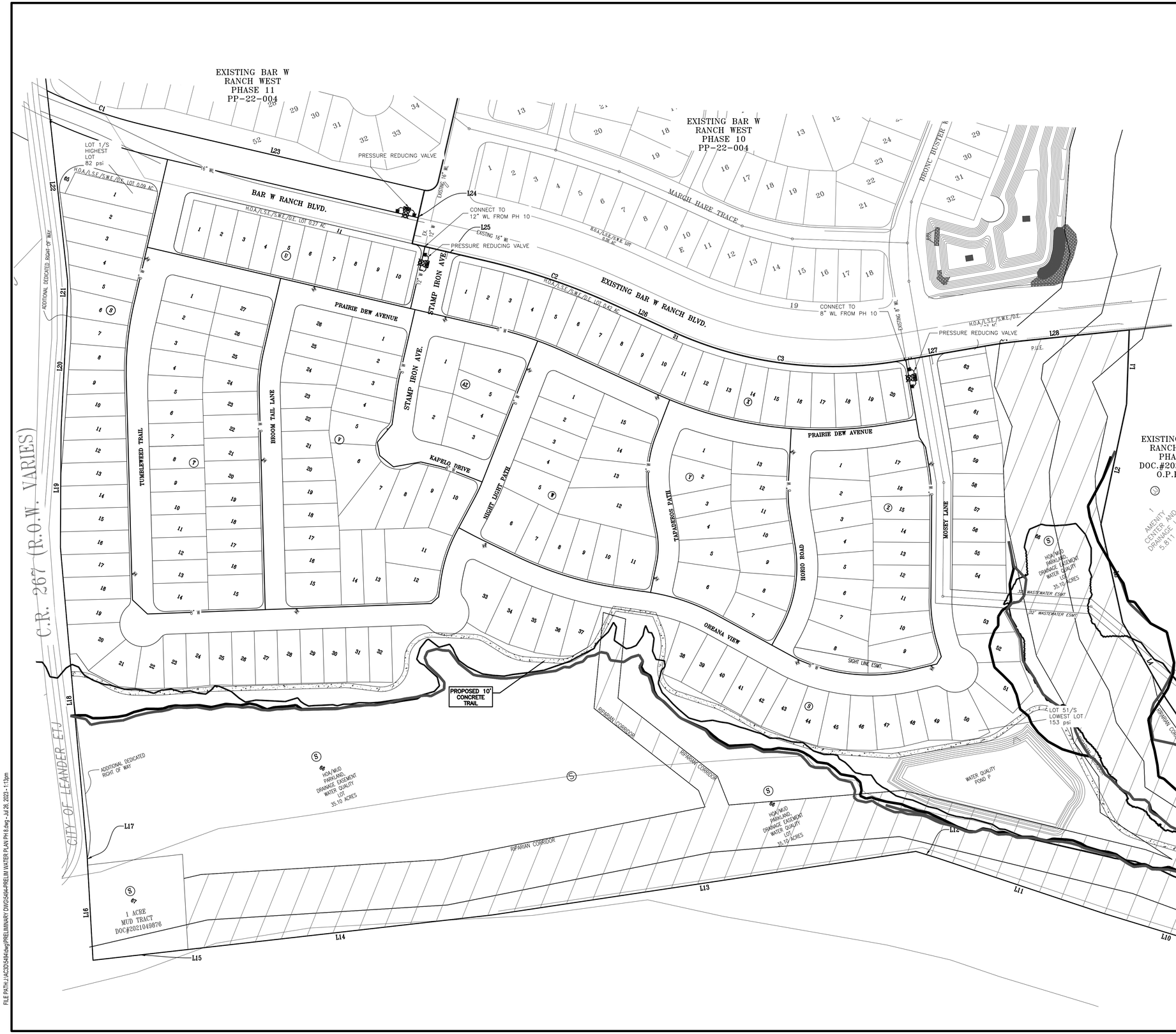

FOR OVERALL BAR W. RANCH (UN-REDUCED):
HGL FULL: 1200' MSL
HGL 1/2 FULL: 1181' MSL
HIGHEST SERVICE ELEVATION: 1207 MSL
LOWEST SERVICE ELEVATION: 1181 MSL
HIGHEST SERVICE PRESSURE: 82 PSI
LOWEST SERVICE PRESSURE: 153 PSI

NOTES:
1. ALL WATER LINES ARE 8" UNLESS NOTED OTHERWISE.
2. ALL WASTEWATER LINES ARE 8" UNLESS NOTED OTHERWISE.
3. ALL SANITARY MANHOLES ARE 48" DIAMETER UNLESS NOTED OTHERWISE.
4. PRVs WILL BE REQUIRED AT ALL LOTS.

PHASE 8 WATER DEMAND:
200 LOTS = 200 LUES
TOTAL = 200 LUES

AVERAGE DAY DEMAND:
280 GAL/PERSON/DAY & 3.5 PEOPLE/LUE
200 LUES x 0.7 GPM/LUE = 140 GPM

PEAK DAY DEMAND:
530 GAL/PERSON/DAY & 3.5 PEOPLE/LUE
200 LUES x 1.3 GPM/LUE = 260 GPM

PEAK HOUR DEMAND:
900 GAL/PERSON/DAY & 3.5 PEOPLE/LUE
200 LUES x 2.2 GPM/LUE = 440 GPM

FIRE DEMAND SF = 1,500 GPM (2 HRS)
FIRE FLOW AVAILABE = 4,000 GPM (51 PSI)

PP-22-0027

DESIGNED BY: LAW
DRAFTED BY: EK

REVISION | DATE

Carlson, Brigance & Doering, Inc.
Civil Engineering ◆ Surveying
FIRM ID #F3791
Main Office
5501 West William Cannon Dr.
Austin, Texas 78749
Phone No. (512) 280-5160
North Office
12129 RR 620 N., Ste. 600
Austin, Texas 78750
Fax No. (512) 280-5165

SHEET NAME: OVERALL WATER PLAN
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

7-26-23
STATE OF TEXAS
LEE A. WHITED
102471
LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 6 OF 15
SHEET NO.: 6

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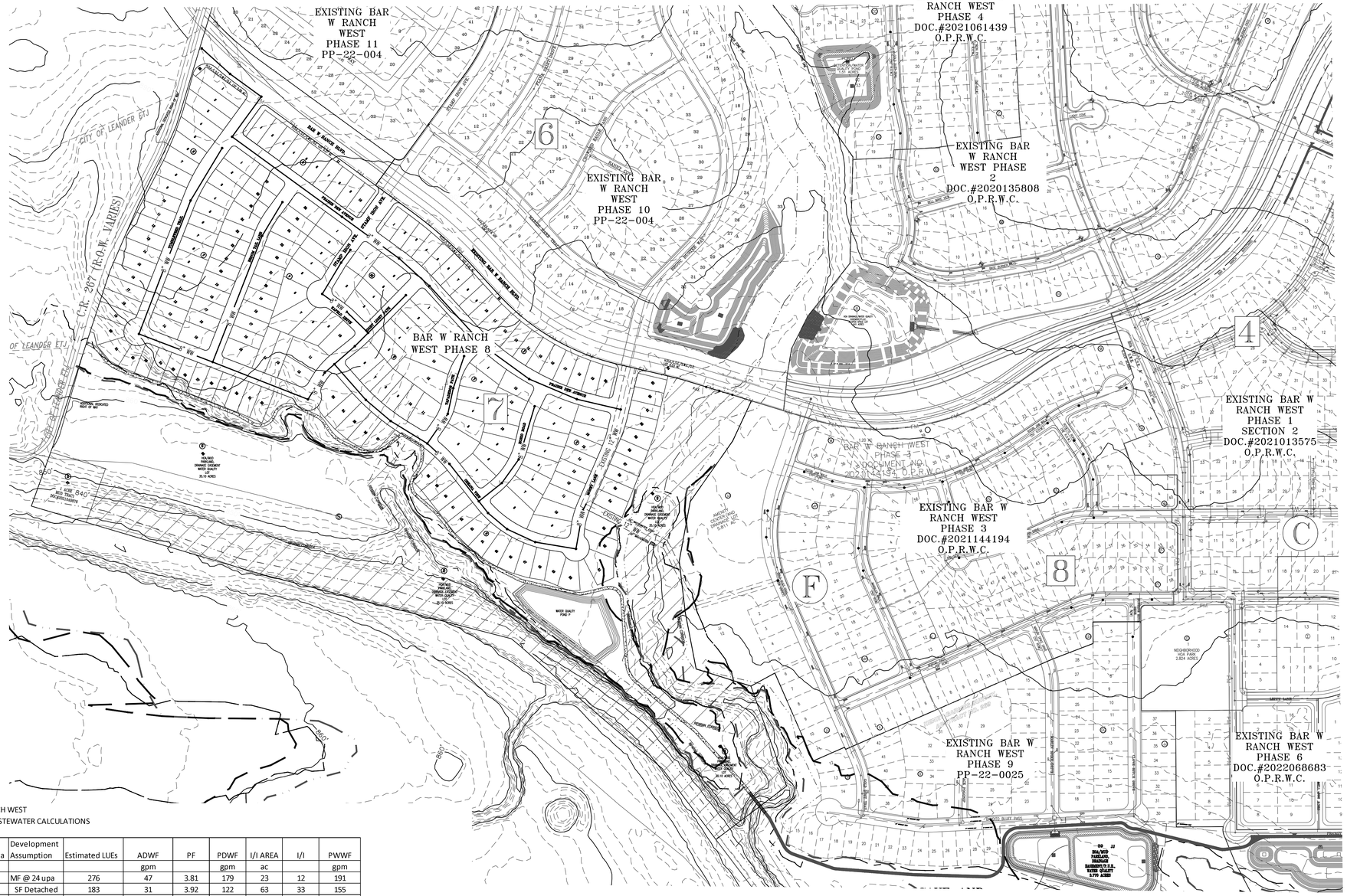

5 WASTEWATER PLANNING AREA

B COMBINED PLANNING AREA MAIN WW LINE

WW SIZING NOTE:

THE 15" WW LINE IS OVERSIZED TO ALLOW FOR FLEXIBILITY IN FUTURE UPSTREAM FLOWS. CALCULATIONS PROVIDED ARE FOR MINIMUM PIPE DIAMETERS WHERE A 15" LINE WOULD BE GREATER THAN MINIMUM SIZE REQUIREMENTS.

NOTES:
1. ALL WATER LINES ARE 8" UNLESS NOTED OTHERWISE.

2. ALL WASTEWATER LINES ARE 8" UNLESS NOTED OTHERWISE.

3. ALL SANITARY MANHOLES ARE 48" DIAMETER UNLESS NOTED OTHERWISE

BAR W RANCH WEST
MASTER WASTEWATER CALCULATIONS

Planning Area	Development Assumption	Estimated LUEs	ADWF	PF	PDWF	I/I AREA	I/I	PWWF
			gpm		gpm	ac		gpm
1	MF @ 24 upa	276	47	3.81	179	23	12	191
2	SF Detached	183	31	3.92	122	63	33	155
3	SF Detached	395	67	3.70	249	88	46	295
4	SF Detached	132	22	3.99	90	30	16	105
5	SF Detached	400	68	3.70	252	110	57	309
6	SF Detached	260	44	3.83	169	74	39	208
7	SF Detached	197	34	3.90	131	39	20	151
8	SF Detached	245	42	3.84	160	52	27	187

COMBINED FLOW CALCULATIONS

	Planning Areas Combined	Total LUEs	ADWF	PF	PDWF	I/I AREA	I/I	PWWF	MINIMUM PIPE DIA ASSUMING 0.50% GRADES	% FULL (85% MAX ALLOW)
			gpm		gpm			gpm		
A	1-2	459	78	3.66	286	86	45	330	10"	72
B	1-2,5	859	146	3.44	503	196	102	605	10"	72
C	1-3,5	1254	213	3.30	703	284	148	851	12"	65
D	1-5	1386	236	3.26	768	314	164	931	12"	69
E	6-7	457	78	3.66	284	113	59	343	10"	79
F	6-8	702	119	3.51	420	165	86	506	12"	62
G	1-8	1159	355	3.09	1097	278	145	1242	15"	58

NOTES:
1. ALL WATER LINES ARE 8" UNLESS NOTED OTHERWISE.

2. ALL WASTEWATER LINES ARE 8" UNLESS NOTED OTHERWISE.

3. ALL SANITARY MANHOLES ARE 48" DIAMETER UNLESS NOTED OTHERWISE

PP-22-0027

DESIGNED BY: LAW | DRAFTED BY: EK

DATE | REVISION

Carlson, Brigance & Doering, Inc.
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SHEET NAME: OVERALL WASTEWATER PLAN
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

STATE OF TEXAS
LEE A. WHITED
102471
PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 7 OF 15
SHEET NO.: 7

FILE PATH: J:\ACAD\5494\dwg\PRELIMINARY DWG\5494-PRELIM WW PLAN PH 8.dwg - Jul 26, 2023 - 1:14pm

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Sheet: 1

EXISTING BAR W RANCH WEST PHASE 11 PP-22-004
EXISTING BAR W RANCH WEST PHASE 10 PP-22-004
EXISTING BAR W RANCH WEST PHASE 4 DOC.#2021061439 O.P.R.W.C.
EXISTING BAR W RANCH WEST PHASE 2 DOC.#2020135808 O.P.R.W.C.
EXISTING BAR W RANCH WEST PHASE 3 DOCUMENT NO. 2021144194 O.P.R.W.C.
BAR W RANCH WEST PHASE 8
BAR W RANCH WEST PHASE 9 PP-22-0025
C.R. 267 (R.O.W. VARIES)
CITY OF LEANDER ETJ
BAR W RANCH BLVD.
STAMP IRON AVE.
BOVINE PASS
BRANDY BRUSH DR.
LAMPASITA PARK BLVD.
GORILLA WAY
PLANK SHOP DRIVE
CROWBAR WAY
BRANDY COVE
BRUSH HOOKER WAY
WALKER DRY AVENUE
SHORT HORN LANE
SHORT HORN PASS
BRAND TRACE
BRAND TRACE CIRCLE
BRAND TRACE COVE
BRAND TRACE TRAIL
BRAND TRACE PASS
BRAND TRACE PLACE
BRAND TRACE WAY
BRAND TRACE DRIVE
BRAND TRACE CV
BRAND TRACE CIRCL

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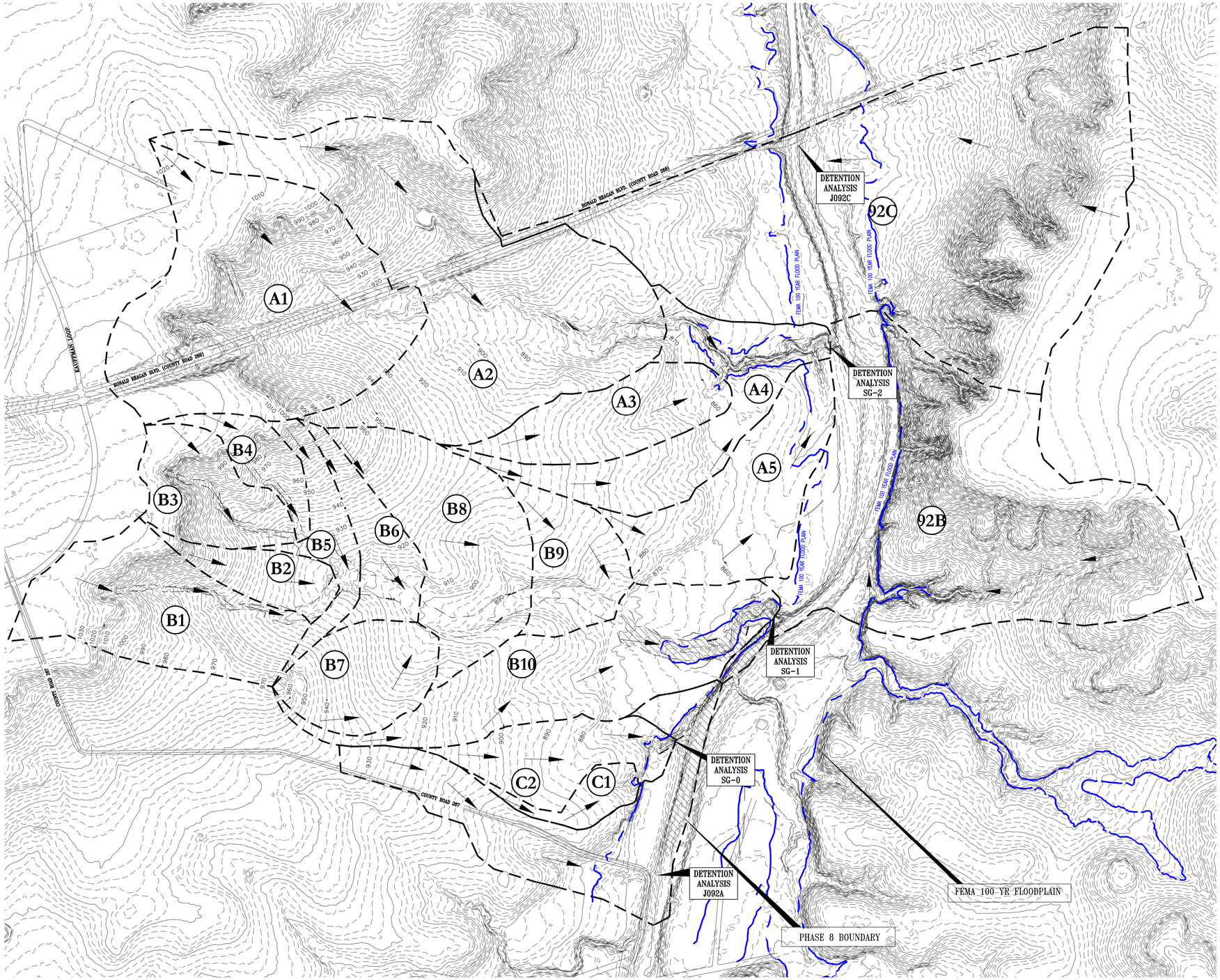

SCALE: 1" = 500'

LEGEND

- DRAINAGE BOUNDARY LINE
- A1 — DRAINAGE AREA LABEL
- 940 — EXISTING CONTOUR 10'
- EXISTING CONTOUR 2'
- FLOW ARROW
- ATLAS 100 YR FLOODPLAIN (EXIST.)
- FEMA 100 YEAR FLOOD PLAN
- PROJECT BOUNDARY
- RIPARIAN CORRIDOR

ANALYSIS POINT FLOW TABLE

J092A		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14442	14428
10 YR	34994	34970
25 YR	50889	50846
100 YR	85781	85713

SG-0		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14444	14428
10 YR	34999	34970
25 YR	50896	50846
100 YR	85791	85713

SG-1		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14466	14457
10 YR	35046	35026
25 YR	50959	50920
100 YR	85889	85825

SG-2		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14503	14492
10 YR	35123	35102
25 YR	51065	51023
100 YR	86051	85982

J092C		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14518	14508
10 YR	35157	35137
25 YR	51110	51069
100 YR	86120	86053

DESIGNED BY: LAW | DRAFTED BY: EK

DATE | REVISION

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SHEET NAME: EXISTING HYDROLOGY MAP
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

7-21-23

STATE OF TEXAS
LEE A. WHITED
102471
LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 9 OF 15
SHEET NO.: 9

PP-22-0027

FILE PATH: J:\JOBS\5494\dwg\PRELIMINARY DWG\5494-HYDROLOGY.dwg - Jul 21, 2023 - 3:11pm

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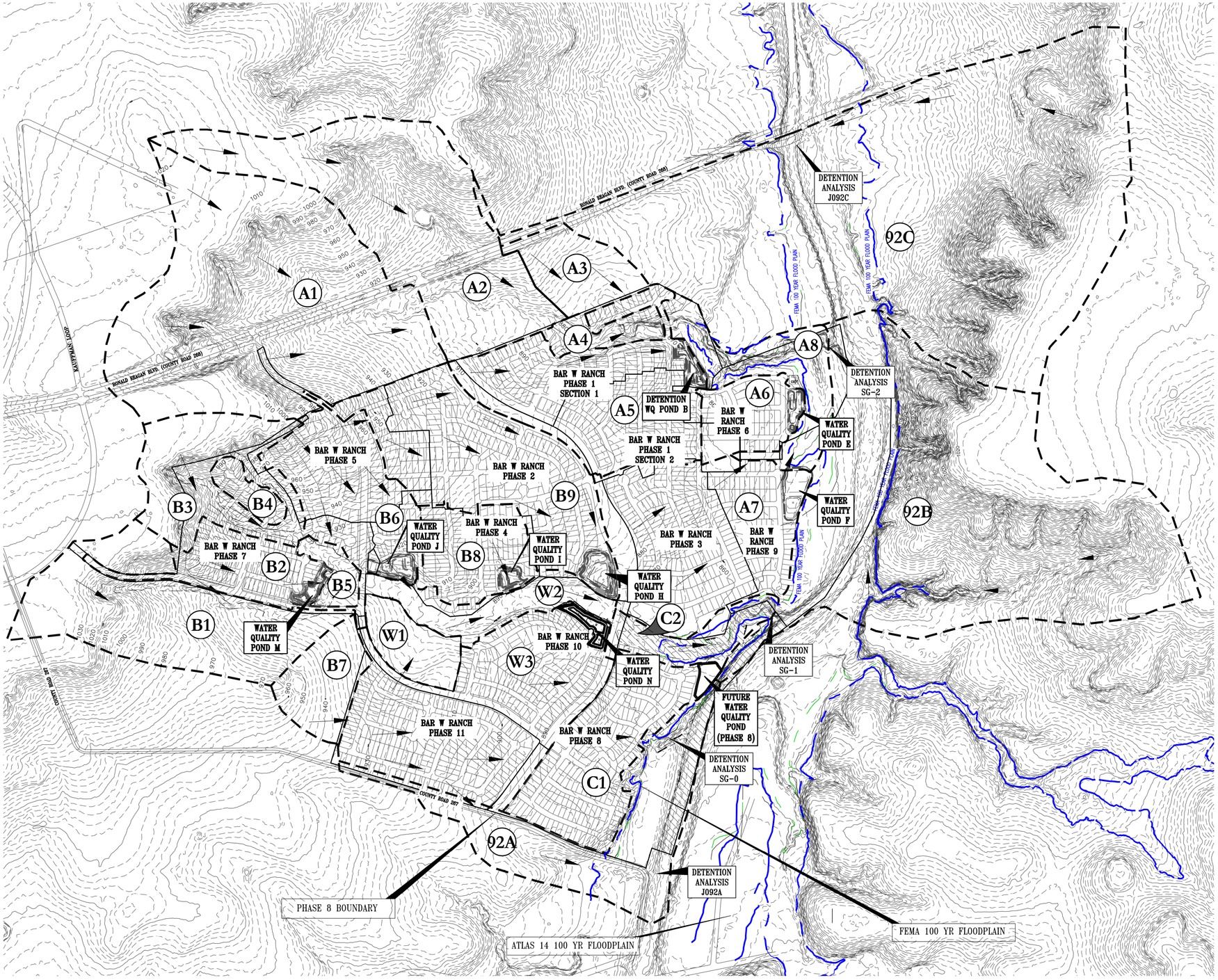

0 500' 1000'

SCALE: 1" = 500'

LEGEND

- DRAINAGE BOUNDARY LINE
- A1 — DRAINAGE AREA LABEL
- 940 — EXISTING CONTOUR 10'
- EXISTING CONTOUR 2'
- FLOW ARROW
- ATLAS 100 YR FLOODPLAIN (PROP)
- FEMA 100 YEAR FLOOD PLAN
- PROJECT BOUNDARY
- BUFFER ZONE

ANALYSIS POINT FLOW TABLE

J092A		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14442	14428
10 YR	34994	34970
25 YR	50889	50846
100 YR	85781	85713

SG-0		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14444	14428
10 YR	34999	34970
25 YR	50896	50846
100 YR	85791	85713

SG-1		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14466	14457
10 YR	35046	35026
25 YR	50959	50920
100 YR	85889	85825

SG-2		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14503	14492
10 YR	35123	35102
25 YR	51065	51023
100 YR	86051	85982

J092C		
STORM	EXISTING	FULL BUILD OUT
YEAR	CFS	CFS
2YR	14518	14508
10 YR	35157	35137
25 YR	51110	51069
100 YR	86120	86053

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SHEET NAME: PROPOSED HYDROLOGY MAP

JOB NAME: BAR W RANCH WEST PHASE 8

PROJECT: PRELIMINARY PLAN

7-21-23
STATE OF TEXAS
LEE A. WHITED
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CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023

JOB NUMBER: 5494

SHEET: 10 OF 15

SHEET NO.: 10

PP-22-0027

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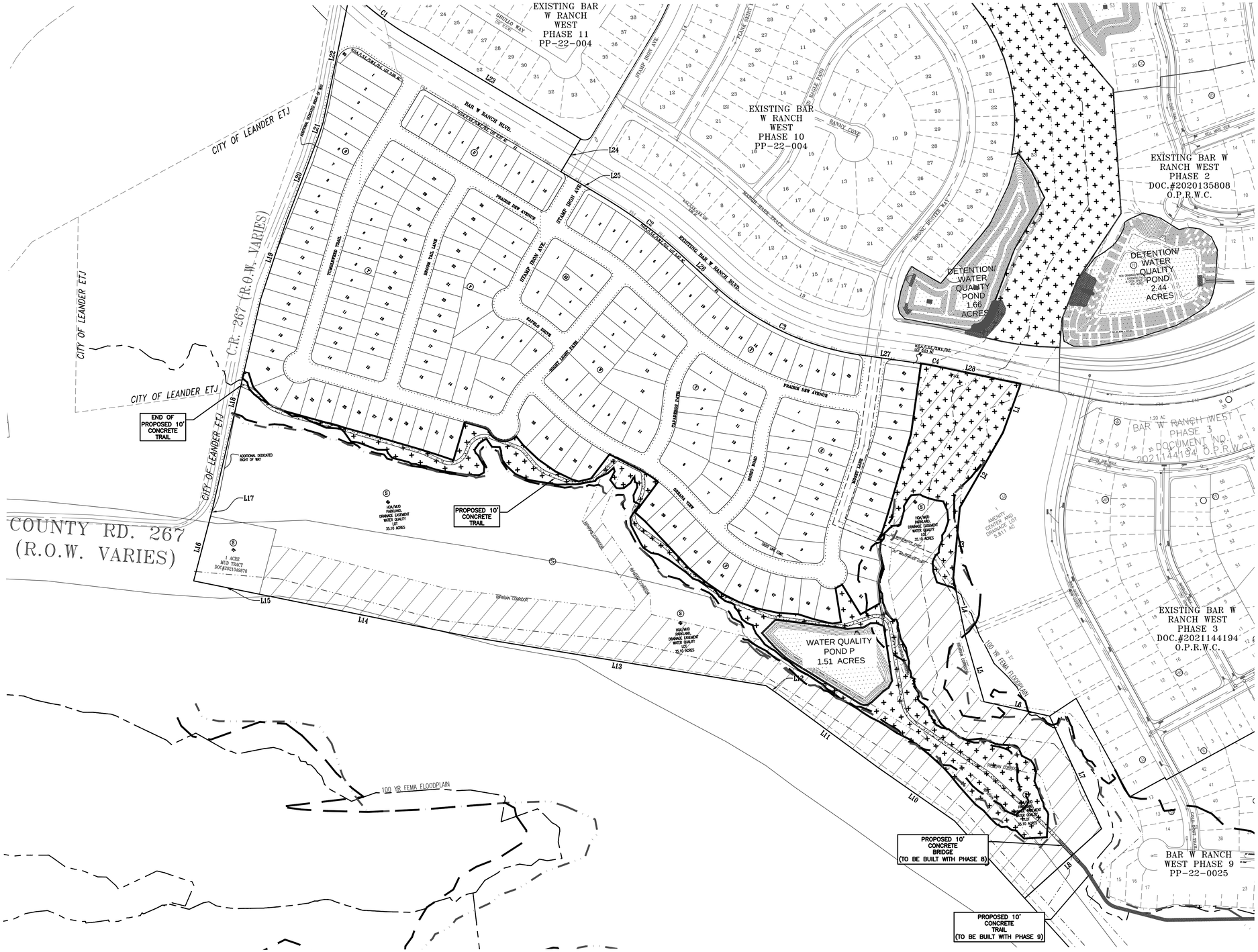
PRELIMINARY PLAT

BAR W RANCH WEST - PHASES 8



0 75 150 300
SCALE: 1" = 150'

LEGEND

- PHASE BOUNDARY
- FUTURE RIGHT-OF-WAY
- LOT LINE
- EASEMENT LINE
- CREEK CENTERLINE
- 100-YR FEMA FLOODPLAIN
- PARK LAND
- DETENTION/WATER QUALITY POND
- PROPOSED ATLAS 14 100 YR FLOODPLAIN
- EXISTING ATLAS 14 100 YR FLOODPLAIN

PHASE 8 GREENBELT / PARKLAND DEDICATION:

GREENBELT: (EXCLUDING POND)	33.48 ACRES
NEIGHBORHOOD PARK	0.00 ACRES
TOTAL ACRES:	33.48 ACRES
FEMA 100-YR FLOOD PLAIN AREA:	25.69 ACRES
DEDUCTION FOR STEEP SLOPES:	0.00 ACRES
NET PARKLAND & GREENBELT:	7.79 ACRES

PARKLAND REQUIRED:
LAND: 3.5 AC/ 100 LOTS; 3.5/100 X 197 LOTS = 6.895 ACRES
FEE: $400.00/ UNIT X 197 UNITS = $78,800.00

NOTE: A FEE, OR IMPROVEMENTS TO THE NEIGHBORHOOD PARK TOTALING $78,800.00 WILL BE PROVIDED WITH PHASE 8.

PARKLAND SUMMARY:
PHASE 1 EXCESS PARKLAND = 3.85 ACRES
PHASE 2 EXCESS PARKLAND = 0.04 ACRES
PHASE 3 EXCESS PARKLAND = 0.37 ACRES
PHASE 4 EXCESS PARKLAND = -3.64 ACRES
PHASE 5 EXCESS PARKLAND = -1.47 ACRES
PHASE 6 EXCESS PARKLAND = 1.64 ACRES
PHASE 7 EXCESS PARKLAND = 9.16 ACRES
PHASE 8 EXCESS PARKLAND = 7.79 ACRES
PHASE 9 EXCESS PARKLAND = 2.816 ACRES
PHASE 10/11 EXCESS PARKLAND = 2.29 ACRES

TOTAL EXCESS PARKLAND PHASES 1-11: 22.846 ACRES

PP-22-0027

DESIGNED BY: LAW
DRAFTED BY: EK

REVISION | DATE

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SHEET NAME: PARKS PLAN
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

7-26-23
STATE OF TEXAS
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LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023
JOB NUMBER: 5494
SHEET: 11 OF 15
SHEET NO.: 11

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PRELIMINARY PLAT

BAR W RANCH WEST- PHASE 8

0 120 240

SCALE: 1" = 120'

LEGEND

- 100-YR FLOODPLAIN
- PHASE BOUNDARY
- TREE TO REMAIN
- SIGNIFICANT TREE TO BE REMOVED

NOTE:

SEE SHEET 14 FOR TREE LIST AND DESCRIPTIONS

DESIGNED BY:	DRAFTED BY:
LAW	EK

REVISION	DATE

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SHEET NAME: TREE SURVEY

JOB NAME: BAR W RANCH WEST PHASE 8

PROJECT: PRELIMINARY PLAN

7-26-23

STATE OF TEXAS
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ID# F3791

DATE: JAN 2023

JOB NUMBER: 5494

SHEET: 12 OF 15

SHEET NO.: 12

PP-22-0027

FILE PATH: J:\ACSD\5494\dwg\PRELIMINARY DWG\5494-TREE SURVEY 1-19-2022.dwg – Jul 26, 2023 - 1:18pm

PRELIMINARY PLAT

BAR W RANCH WEST- PHASE 8

LEGEND

- PHASE BOUNDARY
- HERITAGE TREE TO BE REMOVED
- HERITAGE TREE TO REMAIN

0 120 240

SCALE: 1" = 120'

NOTE:

SEE SHEET 14 FOR TREE LIST AND DESCRIPTIONS

DESIGNED BY:	DRAFTED BY:
LAW	EK

REVISION	DATE

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SHEET NAME: TREE SURVEY

JOB NAME: BAR W RANCH WEST PHASE 8

PROJECT: PRELIMINARY PLAN

STATE OF TEXAS
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CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

DATE: JAN 2023

JOB NUMBER: 5494

SHEET: 13 OF 15

SHEET NO.: 13

PP-22-0027

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PRELIMINARY PLAT

BAR W RANCH WEST-PHASE 8

LEGEND

H	HERITAGE TREE TO REMAIN
HR	HERITAGE TREE TO BE REMOVED
S	SIGNIFICANT TREE TO REMAIN
SR	SIGNIFICANT TREE TO BE REMOVED
*	PAD TREE TO BE REMOVED

TREE SURVEY DATE: OCTOBER 2021

TREE LIST			TREE LIST			TREE LIST		
Point NO.	DESCRIPTION		Point NO.	DESCRIPTION		Point NO.	DESCRIPTION	
23775	TREE CEDAR ELM 20IN	S	23928	TREE CEDAR ELM 18	S	40217	TREE LIVE OAK 38"	H
23776	TREE POST OAK 24IN	S	23929	TREE CEDAR ELM 23	S	40218	TREE LIVE OAK 27"	H
23777	TREE PECAN 22IN	S	23930	TREE CEDAR ELM 23	S	40300	TREE LIVE OAK 19"	S
23868	TREE LIVE OAK 35	HR*	23932	TREE LIVE OAK 23	S	50002	TREE DBL 18.5" 17" OAK	S
23869	TREE CEDAR ELM 20	S	23933	TREE LIVE OAK 31	H	50003	TREE DBL 38 21" OAK"	H
23877	TREE LIVE OAK 31	HR*	23934	TREE CEDAR ELM 31	H	50006	TREE 28 CEDAR ELM"	H
23881	TREE LIVE OAK 20	SR	23935	TREE CEDAR ELM 26	S	50007	TREE 20 CEDAR ELM"	S
23882	TREE LIVE OAK 24	S	23936	TREE LIVE OAK 18	SR*	50008	TREE 19 CEDAR ELM"	S
23883	TREE LIVE OAK 33	H	23937	TREE CEDAR ELM 18	S	50009	TREE 20 CEDAR ELM"	S
23884	TREE LIVE OAK 30	H	23938	TREE CEDAR ELM 23	S	50010	TREE 18 CEDAR ELM"	S
23885	TREE LIVE OAK 31	HR	23939	TREE LIVE OAK 18 13	S	50011	TREE 19 LIVE OAK"	S
23886	TREE CEDAR ELM 18	SR*	23940	TREE LIVE OAK 34	H	50012	TREE 19 CEDAR ELM"	S
23887	TREE MS LIVE OAK 20 15	SR*	23941	TREE MS CEDAR ELM 18 18	S	50013	TREE 21 CEDAR ELM"	S
23889	TREE CEDAR ELM 20	S	23942	TREE CEDAR ELM 18	S	50014	TREE 28 OAK"	HR
23890	TREE CEDAR ELM 18	S	23943	TREE CEDAR ELM 18	S	50015	TREE 23 OAK"	SR*
23891	TREE MS CEDAR ELM 28 25	H	23946	TREE LIVE OAK 29	HR*	50016	TREE 24 OAK"	SR*
23892	TREE CEDAR ELM 20	S	23947	TREE LIVE OAK 26	SR	50017	TREE 20 OAK"	SR*
23893	TREE CEDAR ELM 20	S	23948	TREE BLACK WALNUT 20	SR*	50018	TREE 21 OAK"	SR*
23895	TREE CEDAR ELM 23	SR*	23951	TREE CEDAR ELM 22	S	50019	TREE 22 OAK"	SR
23896	TREE LIVE OAK 23	SR*	23952	TREE CEDAR ELM 19	S	50020	TREE 25 LIVE OAK"	SR
23897	TREE CEDAR ELM 20	SR	23953	TREE CEDAR ELM 19	S	50021	TREE DBL 26 17" OAK"	SR*
23898	TREE CEDAR ELM 20	SR	23954	TREE CEDAR ELM 18	S	50022	TREE 29 OAK"	HR*
23899	TREE LIVE OAK 23	SR*	23955	TREE CEDAR ELM 18	S	50023	TREE 31 OAK"	HR*
23900	TREE CEDAR ELM 20	S	23956	TREE CEDAR ELM 26	S	50024	TREE 22 OAK"	SR*
23901	TREE LIVE OAK 34	H	23957	TREE CEDAR ELM 21	S	50025	TREE DBL 20 19" OAK"	SR*
23902	TREE MS LIVE OAK 33 30	HR	23958	TREE LIVE OAK 19	SR*	50028	TREE DBL 21 18" CEDAR ELM"	S
23903	TREE MS LIVE OAK 23 9	SR*	23959	TREE CEDAR ELM 19	S	50029	TREE 18 LIVE OAK"	S
23904	TREE LIVE OAK 23	SR	23960	TREE CEDAR ELM 18	S	50030	TREE 19 CEDAR ELM"	S
23905	TREE LIVE OAK 21	SR*	23964	TREE LIVE OAK 19	S	50031	TREE 21 CEDAR ELM"	S
23906	TREE LIVE OAK 30	HR	23965	TREE CEDAR ELM 20	S	50032	TREE 21 CEDAR ELM"	S
23907	TREE MS LIVE OAK 32 10 4	HR	23966	TREE LIVE OAK 20	S	50033	TREE 24 CEDAR ELM"	S
23908	TREE MS CEDAR ELM 20 13	S	23967	TREE LIVE OAK 33	H	50034	TREE 32 CEDAR ELM"	H
23914	TREE CEDAR ELM 19	SR	23968	TREE CEDAR ELM 18	S	50035	TREE 20 CEDAR ELM"	S
23916	TREE CEDAR ELM 23	S	23970	TREE LIVE OAK 19	S	50049	TREE 22 LIVE OAK"	S
23917	TREE BLACK WALNUT 26	S	24138	TREE SPANISH OAK 20"	S	50050	TREE 19 OAK"	S
23918	TREE CEDAR ELM 18	S	40201	TREE LIVE OAK 36"	HR	50055	TREE 19 CEDAR ELM"	S
23919	TREE CEDAR ELM 19	S	40202	TREE LIVE OAK 37"	HR	50057	TREE 18" CEDAR ELM	SR*
23920	TREE CEDAR ELM 29	H	40203	TREE LIVE OAK 22"	SR	50069	TREE 23 12" LIVE OAK"	SR*
23921	TREE CEDAR ELM 23	S	40204	TREE LIVE OAK 19"	SR	300010	TREE SPANISH OAK 34"	H
23923	TREE CEDAR ELM 20	S	40205	TREE LIVE OAK 24"	S	300011	TREE CEDAR ELM 21"	S
23924	TREE CEDAR ELM 19	S	40206	TREE LIVE OAK 26"	SR*	300020	TREE CEDAR ELM 20"	S
23925	TREE CEDAR ELM 19	S	40207	TREE LIVE OAK 22"	SR*	300026	TREE CEDAR ELM 18"	S
23926	TREE CEDAR ELM 19	S	40208	TREE LIVE OAK 22"	SR*	300044	TREE MS SPANISH OAK 18 15""	S
23927	TREE MS LIVE OAK 23 15	S	40209	TREE LIVE OAK 24"	S	300046	TREE MS SPANISH OAK 18 16" 12" 10" 8"	S
						300048	TREE MS LIVE OAK 18 16" 13""	S
						300049	TREE SPANISH OAK 22"	S
						300060	TREE CEDAR ELM 18"	S
						300067	TREE MS SPANISH OAK 18 13"	S
						300068	TREE CEDAR ELM 20"	S
						300070	TREE CEDAR ELM 23"	S

TREE MITIGATION REQUIREMENT OVERALL SUMMARY:

	TOTAL INCHES	INCHES REMOVED	MITIGATION	INCHES RETAINED
SIGNIFICANT TREES 18"-26" SUBDIVISION	2,391	689	0	1,702
HERITAGE TREES (2:1 REQUIRED) SUBDIVISION	892	164	328	510
HERITAGE TREES (2:1 REQUIRED) SUBDIVISION (PADS)		218	436	
TOTAL INCHES OF TREES	3,283	1,125	764	2,230

NOTE:

1. MITIGATION FOR SIGNIFICANT TREES IS NOT REQUIRED BECAUSE OVER 40% ARE BEING RETAINED (71.18%)
2. TREES TO BE REMOVED ARE ONLY FROM PUBLIC INFRASTRUCTURE AREAS INCLUDING STREET RIGHT-OF-WAYS, BUILDING PADS, AND EASEMENTS.
3. PER THE MUD CONSENT AGREEMENT, MITIGATION FOR HERITAGE TREE REMOVAL CAN BE THROUGH NEW TREE PLANTINGS (764") OR PAYMENT OF FEE-IN-LIEU OF TREE PLANTING (764" x $200.00/IN = $152,800.00. SEE NOTE BELOW).
4. PER THE MUD CONSENT AGREEMENT, MITIGATION IN THE AMOUNT OF 25% IS CREDITABLE THROUGH THE REMOVAL OF ALL CEDARS AND OTHER INVASIVE TREE SPECIES (764" x 25% = 191" REDUCTION).
   FINAL MITIGATION FEE = 764" - 191" = 573" x $200.00/IN = $114,600.00

NOTE:
HIGHLIGHTED ARE ALL HERITAGE TREES TO BE REMOVED.

PP-22-0027

DESIGNED BY: LAW | DRAFTED BY: EK

REVISION | DATE

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SHEET NAME: TREE SURVEY TABLES
JOB NAME: BAR W RANCH WEST PHASE 8
PROJECT: PRELIMINARY PLAN

7-21-23

STATE OF TEXAS
LEE A. WHITED
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CARLSON, BRIGANCE & DOERING, INC.
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SHEET: 14 OF 15
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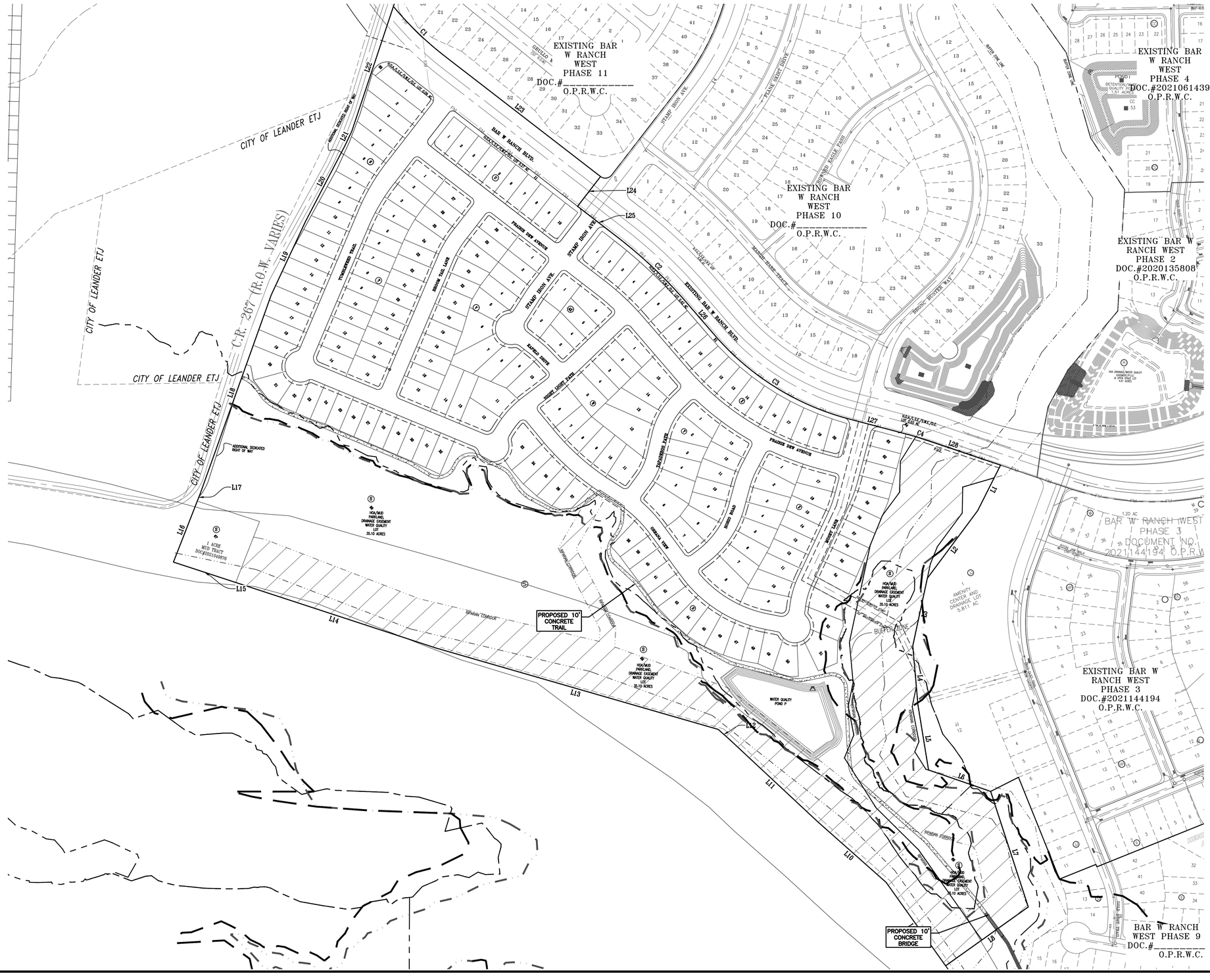
PRELIMINARY PLAT

BAR W RANCH WEST- PHASE 8



0 150 300

SCALE: 1" = 150'

LEGEND

- EXISTING BOUNDARY
- ADJOINER PROPERTY LINE
- 10 FOOT CONTOURS
- 2 FOOT CONTOURS
- 100-YR FLOODPLAIN
- BUFFER ZONE
- PHASE BOUNDARY
- PROPERTY CORNERS
- ADJOINER PROPERTY CORNERS
- AREA REMOVED FROM BUFFER ZONE
- AREA ADDED TO BUFFER ZONE

BUFFER ZONE MITIGATION AREAS:

TOTAL BUFFER ZONE AREA PER SUBDIVISION ORDINANCE = 13.008 ACRES
AREA REMOVED = 0.737 ACRES
AREA ADDED = 0.812 ACRES
TOTAL PROPOSED = 13.083 ACRES
EXTRA PROPOSED BUFFER ZONE PH 7: 0.075 ACRES
EXTRA BUFFER ZONE PHASE 1 = 1.698 ACRES
EXTRA BUFFER ZONE PHASE 2 = 0.000 ACRES
EXTRA BUFFER ZONE PHASE 3 = 0.515 ACRES
EXTRA BUFFER ZONE PHASE 4 = 0.000 ACRES
EXTRA BUFFER ZONE PHASE 5 = 0.000 ACRES
EXTRA BUFFER ZONE PHASE 6 = 0.000 ACRES
EXTRA BUFFER ZONE PHASE 7 = 0.444 ACRES
EXTRA BUFFER ZONE PHASE 8 = 0.000 ACRES
EXTRA BUFFER ZONE PHASE 9 = 0.000 ACRES

TOTAL EXTRA BUFFER ZONE PHASES 1-7, 10-11: 2.732 ACRES

*NO BUFFER ZONE IMPACTED BY PHASE 2, PHASE 4. PHASE 5, PHASE 6, PHASE 8 AND PHASE 9

NOTE: CONTRIBUTING DRAINAGE AREA FOR BUFFER ZONE IS 286 ACRES.

PP-22-0027

DESIGNED BY: LAW | DRAFTED BY: EK

DATE | REVISION

Carlson, Brigance & Doering, Inc.
Civil Engineering ◆ Surveying
FIRM ID #F3791
Main Office: 5501 West William Cannon Dr. Austin, Texas 78749 Phone No. (512) 280-5160
North Office: 12129 RR 620 N., Ste. 600 Austin, Texas 78750 Fax No. (512) 280-5165

SHEET NAME: RIPARIAN CORRIDOR PLAN

JOB NAME: BAR W RANCH WEST PHASE 8

PROJECT: PRELIMINARY PLAN

7-26-23

STATE OF TEXAS
LEE A. WHITED
102471
LICENSED PROFESSIONAL ENGINEER
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

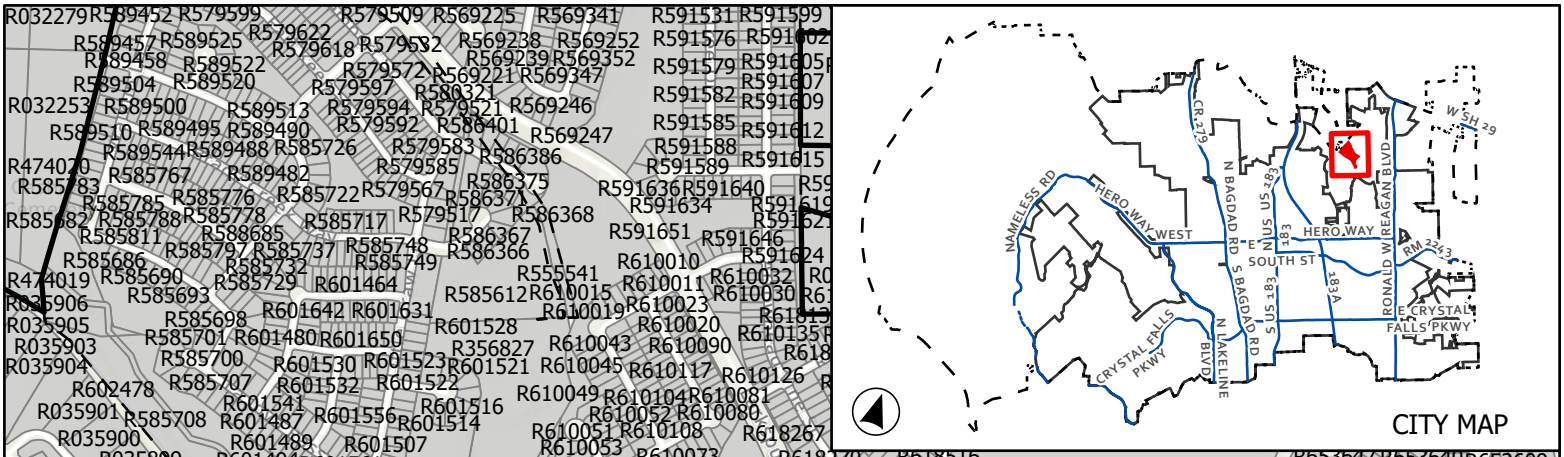
DATE: JAN 2023

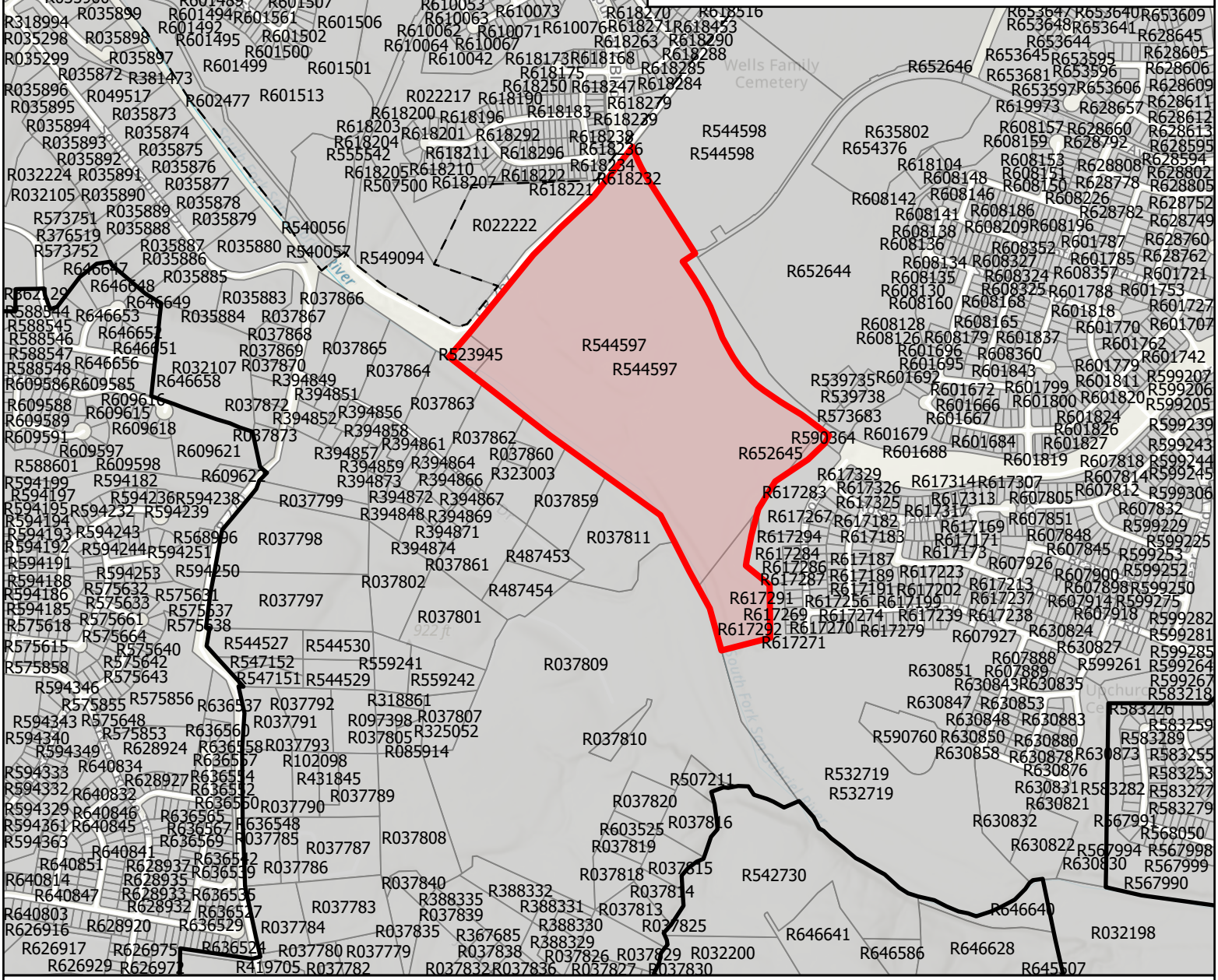
JOB NUMBER: 5494

SHEET: 15 OF 15

SHEET NO.: 15

FILE PATH: J:\AC3D\5494\dwg\PRELIMINARY DWG\5494-PRELIM RIPARIAN CORRIDOR PLAN.dwg - Jul 26, 2023 - 1:19pm

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R037812
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R037809
R037807
R037805
R037803

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Approval of Subdivision Case PP-23-0033 regarding Lone Star Landing Phase One Preliminary Plat on one (1) parcel of land approximately 15.37 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031560; generally located at 610 and 800 County Road 177, Leander, Williamson County, Texas.

BACKGROUND:
This request is the second step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the preliminary plat satisfies the applicable regulations without requesting any variances.

This preliminary plat includes forty-eight (48) residential lots, three (3) drainage lots, and one (1) HOA landscape lot. This proposal meets all of the requirements of the Subdivision Ordinance. Staff recommends to approve the preliminary plat.

HISTORY/TIMELINE:
02/15/2017 - Annexation and Zoning Established
01/05/2023 – Zoning Approved

APPLICANT/AGENT:
ELI engineering, PLLC (Gary Eli Jones) on behalf of Texas Lone Star Landing, LLC (Mallik Gilakattula).

RECOMMENDATION:
Merrily Van Leuven, Assistant Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:
1. PP-23-0033 Att 1 Leander Landing Preliminary Plat
2. PP-23-0033 Att 2 Location Map - Lone Star Landing

LONE STAR LANDING
PHASE ONE
PRELIMINARY PLAT

COUNTY ROAD 177
WILLIAMSON COUNTY, TEXAS

PROJECT NO.: PP-23-0033

FILING DATE: 05-09-2023

NOTES:

1. THIS DEVELOPMENT IS ZONED AS SFS-2-B.
2. THIS DEVELOPMENT IS IDENTIFIED AS NEIGHBORHOOD RESIDENTIAL PER THE CITY OF LEANDER FUTURE LAND USE PLAN.
3. A PORTION OF THIS DEVELOPMENT LIES WITHIN ZONE "AE" AND IS WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FEMA PANEL 48491C0460F, DATED DECEMBER 20TH, 2019.
4. THIS PROJECT LIES WITHIN THE EDWARDS AQUIFER CONTRIBUTING ZONE. THIS PROJECT DOES NOT LIE WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.
5. TRAFFIC VOLUME (ITE CODE 210) 9.52 TRIPS/DU = 457 DAILY TRIPS / 48 PM PEAK. PHASE ONE - 48 L.U.E.'s (COMPLETION: DECEMBER 2023).
6. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
7. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.
8. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
9. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
10. PROPERTY OWNER SHALL PROVIDE ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
11. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER AND HIS OR HER ASSIGNS.
12. IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT OF WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
13. BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE.
14. SIDEWALKS SHALL BE INSTALLED ON THE SUBDIVISION SIDE OF COUNTY ROAD 177. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
15. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.
16. APPROVAL OF THIS FINAL PLAT DOES NOT CONSTITUTE THE APPROVAL OF VARIANCES OR WAIVERS, TO ORDINANCE REQUIREMENTS.
17. THIS PLAT CONFORMS TO THE PRELIMINARY PLAT APPROVED BY THE PLANNING AND ZONING COMMISSION ON _____.
18. TREE MITIGATION FEES IN THE AMOUNT OF $60,000 TO BE PAID. FEES ARE SUBJECT TO CHANGE BASED ON THE PICP.
19. NO DRIVEWAY SHALL BE CONSTRUCTED CLOSER THAN 50' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE RIGHT OF WAY OF AN EXISTING LOCAL OR COLLECTOR STREET OR 100' OR 60% OF PARCEL FRONTAGE, WHICHEVER IS LESS, TO THE RIGHT OF WAY OF AN EXISTING ARTERIAL STREET.
20. THE HOME OWNERS ASSOCIATION (H.O.A.) SHALL OWN AND MAINTAIN THE FOLLOWING LOTS: BLOCK A, LOT 7, BLOCK B, LOT 9, BLOCK C, LOT 9, AND BLOCK D, LOT 13.
21. THE H.O.A. BYLAWS ARE RECORDED IN THE OFFICIAL PUBLIC RECORDS OF _____ COUNTY TEXAS, UNDER DOCUMENT NUMBER _____.
22. THE H.O.A. SHALL MOW AND MAINTAIN LANDSCAPING IN THE OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.
23. THE H.O.A. SHALL OWN AND MAINTAIN DRAINAGE AND WATER QUALITY IMPROVEMENTS CONTAINED IN OPEN CHANNELS, DETENTION AND WATER QUALITY AREAS.
24. ALL HOMES BUILT ON LOTS SIDING OR BACKING A MAJOR ARTERIAL ROADWAY ARE REQUIRED TO BE CONSTRUCTED TO TYPE 'A' ARCHITECTURAL STANDARDS..
25. FOR LOTS ADJACENT TO TOLLWAY, HIGHWAY, ARTERIAL OR COLLECTOR ROADWAYS AND BACKING UP TO SUCH ROADWAY (HAVING FRONTAGE ON ANOTHER ROADWAY OF LESSER CLASSIFICATION), THE FOLLOWING SHALL BE PROVIDED:
    (A) A LANDSCAPE LOT IS REQUIRED BETWEEN THE LOT AND THE SPECIFIC ROADWAY. SUCH LANDSCAPE LOT IS REQUIRED TO BE AT LEAST TEN (10) FEET WIDE AND IS REQUIRED TO BE PLANTED AS FOLLOWS: FOR EVERY SIX HUNDRED (600) SQUARE FEET OF LANDSCAPE AREA, TWO (2) SHADE TREES (TWO-INCH CALIPER OR LARGER) AND FOUR (4) SHRUBS (FIVE GALLON CONTAINER SIZE OR LARGER) SHALL BE PLANTED AND MAINTAINED. TWO ORNAMENTAL TREES PER SHADE TREE MAY BE SUBSTITUTED FOR UP TO FIFTY (50) PERCENT OF THE SHADE TREES IF DESIRED.
    (B) A SIX (6) FOOT PRIVACY FENCE IS REQUIRED TO BE CONSTRUCTED AT THE COMMON LOT LINE BETWEEN THE LANDSCAPE LOT AND THE SINGLE-FAMILY OR TWO-FAMILY LOTS. THE FENCE IS REQUIRED TO BE CONSTRUCTED OF ONE OR MORE OF THE FOLLOWING MATERIALS: BRICK, STONE, CAST STONE, FACTORY TINTED (NOT PAINTED) SPLIT-FACED CONCRETE MASONRY UNIT, OR OTHER SIMILAR MATERIAL APPROVED BY THE DIRECTOR OF PLANNING. IN ADDITION TO THE MATERIALS LISTED ABOVE, TEXTURED PRE-CAST CONCRETE (E.G. WOODCRETE) IS ALSO PERMITTED WHEN THE PRIVACY FENCE IS ADJACENT TO COLLECTORS. ALL COLUMNS ARE REQUIRED TO HAVE CONCRETE FOOTINGS. THE LANDSCAPE LOT IS REQUIRED TO BE MAINTAINED BY A PRIVATE ASSOCIATION.

CONTACTS & UTILITIES*

ENGINEER AND AGENT	SURVEYOR
ELI ENGINEERING, P.L.L.C. 700 THERESA COVE CEDAR PARK, TEXAS 78613 CONTACT: GARY ELI JONES, P.E. 512-918-0819 F:512-532-0560 gejtexas@gmailcom	ABRAM C. DASHNER, R.P.L.S. NO. 5901 6448 HWY 290 EAST, SUITE B-105 AUSTIN, TX 78723 512-244-3395 TBPELS FIRM NO. 10194754
APPLICANT / OWNER TEXAS LONE STAR LANDING, L.L.C. 3320 PRENTISS LANE LEANDER, TEXAS 78641 CONTACT: MALLIKARJUN GILAKATTULA 512-761-8025 mallik246@gmail.com	WATER CITY OF LEANDER 607 MUNICIPAL DRIVE LEANDER, TEXAS 78641 PHONE: 512-259-2640
ELECTRIC PEDERNALES ELECTRIC COOPERATIVE 1949 WEST WHITESTONE BLVD. CEDAR PARK, TEXAS 78613 888-554-4732	WASTEWATER CITY OF LEANDER 607 MUNICIPAL DRIVE LEANDER, TEXAS 78641 PHONE: 512-259-2640
	TELEPHONE AT&T 208 SOUTH ACKARD STREET DALLAS, TEXAS 75202 888-333-6651 CONTACT: ----------

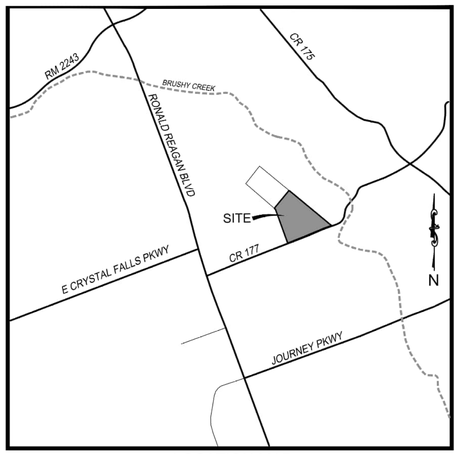
* ESTIMATED FROM SERVICE AREA MAPS; THE CONTRACTOR IS ENTIRELY RESPONSIBLE FOR PROPER UTILITY NOTIFICATION OF CONSTRUCTION ACTIVITIES AND CALLING FOR "LOCATES" OF EXISTING UTILITIES WITH EACH ACTUAL UTILITY COMPANY; REGARDLESS OF WHAT IS SHOWN ON THIS SHEET OR IN THESE PLANS. NOT ALL UTILITIES PARTICIPATE IN THE TEXAS EXCAVATION SAFETY SYSTEM, CONTRACTOR TO DO HIS OWN SUB-SURFACE UTILITY RESEARCH PRIOR TO ANY CONSTRUCTION ACTIVITY.

STATE OF TEXAS §
§ KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF WILLIAMSON §

THAT I, GARY ELI JONES, DO HEREBY CERTIFY THAT THE INFORMATION ON THIS PLAN COMPLIES WITH CITY OF LEANDER SUBDIVISION ORDINANCE ARTICLE II, SECTION 21 AND THE DESIGN AND CONSTRUCTION STANDARDS ADOPTED BY THE CITY OF LEANDER, TEXAS.

GARY ELI JONES, P.E.
LICENSED PROFESSIONAL ENGINEER
ELI ENGINEERING, PLLC, FIRM #: F-17877
700 THERESA COVE
CEDAR PARK, TEXAS 78613

STATE OF TEXAS
GARY ELI JONES
79198
REGISTERED
PROFESSIONAL ENGINEER
Oct 03, 2023



LOCATION MAP
SCALE: 1"=2000'

ALL EASEMENTS OF RECORD ARE SHOWN OR NOTED ON THE PLAT AS FOUND ON THE TITLE POLICY OR DISCOVERED WITH A TITLE SEARCH PREPARED FOR THE MOST RECENT PURCHASE OF PROPERTY.

ABRAM C. DASHNER, R.P.L.S. NO. 5901
6448 E HWY 290, SUITE B-105
AUSTIN, TEXAS 78723

PAGE INDEX:

1. COVER SHEET
2. APPROVED CONCEPT PLAN (CONCURRENT REVIEW)
3. APPROVED PHASING PLAN (CONCURRENT REVIEW)
4. EXISTING CONDITIONS AND TREE PROTECTION PLAN
5. PRELIMINARY PLAT
6. PARKLAND AND PHASING PLAN
7. EXISTING DRAINAGE AREA MAP
8. PROPOSED DRAINAGE AREA MAP
9. WATER PLAN
10. WASTEWATER PLAN

PROPOSED LOT SUMMARY TABLE

RESIDENTIAL:

BLOCK 'A'	BLOCK 'B'	BLOCK 'C'	BLOCK 'D'
LOT 1 - 0.24 AC	LOT 1 - 0.23 AC	LOT 1 - 0.25 AC	LOT 1 - 0.24 AC
LOT 2 - 0.20 AC	LOT 2 - 0.21 AC	LOT 2 - 0.21 AC	LOT 2 - 0.21 AC
LOT 3 - 0.20 AC	LOT 3 - 0.21 AC	LOT 3 - 0.21 AC	LOT 3 - 0.21 AC
LOT 4 - 0.20 AC	LOT 4 - 0.21 AC	LOT 4 - 0.21 AC	LOT 4 - 0.21 AC
LOT 5 - 0.20 AC	LOT 5 - 0.21 AC	LOT 5 - 0.21 AC	LOT 5 - 0.21 AC
LOT 6 - 0.21 AC	LOT 6 - 0.21 AC	LOT 6 - 0.21 AC	LOT 6 - 0.21 AC
LOT 8 - 0.25 AC	LOT 7 - 0.21 AC	LOT 7 - 0.21 AC	LOT 7 - 0.21 AC
LOT 9 - 0.25 AC	LOT 8 - 0.21 AC	LOT 8 - 0.27 AC	LOT 8 - 0.21 AC
		LOT 10 - 0.21 AC	LOT 9 - 0.29 AC
		LOT 11 - 0.21 AC	LOT 10 - 0.23 AC
		LOT 12 - 0.21 AC	LOT 11 - 0.24 AC
		LOT 13 - 0.21 AC	LOT 12 - 0.29 AC
		LOT 14 - 0.21 AC	LOT 14 - 0.21 AC
		LOT 15 - 0.21 AC	LOT 15 - 0.21 AC
		LOT 16 - 0.21 AC	LOT 16 - 0.21 AC
		LOT 17 - 0.23 AC	LOT 17 - 0.26 AC

H.O.A. DRAINAGE EASEMENT / LANDSCAPE EASEMENT / OPEN SPACE:

BLOCK 'A'	BLOCK 'B'	BLOCK 'C'	BLOCK 'D'
LOT 7 - 0.09 AC	LOT 9 - 0.14 AC	LOT 9 - 0.56 AC	LOT 13 - 1.32 AC

PROPOSED STREET SUMMARY TABLE

STREET NAME	R.O.W. WIDTH	PAVEMENT WIDTH	LENGTH	DESIGN SPEED	PUBLIC/ PRIVATE	CLASSIFICATION
SUZANNE KIMBERLY WAY	50'	28' FOC-FOC	653.34 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL
VALLEY VIEW DRIVE	50'	28' FOC-FOC	1111.30 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL
CASSIDIE NICOLE DRIVE	50'	28' FOC-FOC	656.04 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL

LOT SUMMARY		
RESIDENTIAL LOTS	48	(10.58 AC)
H.O.A. DRAINAGE EASEMENT LOTS	3	(1.97 AC)
H.O.A. LANDSCAPE LOTS	1	(0.14 AC)
BLOCKS (ONE L.U.E. PER RESIDENTIAL LOT)	4	
AREA SUMMARY		
LOTS		12.69 AC
RIGHT-OF-WAY		2.68 AC

NO.	DATE	REVISION	BY

STATE OF TEXAS
GARY ELI JONES
79198
REGISTERED
PROFESSIONAL ENGINEER
Oct 03, 2023

TBPELS FIRM No. 17877

ELI ENGINEERING, PLLC.
700 THERESA COVE, CEDAR PARK, TX 78613
512-918-0819 (F) 512-532-0560
gejtexas@gmail.com

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE
PRELIMINARY PLAT
COVER SHEET

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET 1 OF 10

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ADJACENT PROPERTY OWNER TABLE			
(#)	OWNER INFORMATION	ACRES	DEED/PLAT INFORMATION
1	LEE A. JACKSON	28.938	VOL 2536/PG 41
2	ROGER GERALD & DIANE THOMAS	47.866	VOL 1809/PG 792
3	ROGER GERALD & DIANE THOMAS	10.211	VOL 1811/PG 755
4	MARKUS M. & ALEXANDRA LAGMANSON	6.05	2016034354
5	WILLIAM M. & LENA F. SIMON	2.79	2016098746
6	KARLA T. & SCOTT WALLER	5.05	2020140279
7	MARK PIWETZ	5.0	VOL 904/PG 61
8	STANLEY JAMES & JOANNE LATTRELL	10.084	VOL 2633/PG 640
9	GRADY R. & AMY J. BRUCE	0.594	2010025317
10	MARK C. LARUE	0.224	221043706
11	LARUE REAL ESTATE HOLDINGS, LP	0.919	2009020538
12	LARUE REAL ESTATE HOLDINGS, LP	3.493	2007105914
13	MARK C. LARUE	0.981	2021043706
14	LARUE REAL ESTATE HOLDINGS, LP	4.37	2007105914
15	GRADY ROBERT & AMY JACKSON BRUCE, TRUSTEES, BRUCE LIVING TRUST	19.788	2016013949
16	GRADY R. & AMY J. BRUCE	7.406	2010025317

SURVEYOR
ABRAM C. DASHNER, R.P.L.S. NO. 5901
6448 HWY 290 EAST, SUITE B-105
AUSTIN, TX 78723
512-244-3395
TBPELS FIRM NO. 10194754

OWNER / DEVELOPER
TEXAS LONE STAR LANDING, L.L.C.
3320 PRENTISS LANE
LEANDER, TEXAS 78641
CONTACT: MALLIKARJUN GILAKATTULA
512-761-8025
mallik246@gmail.com

NOTES:

1. *THIS DEVELOPMENT IS ZONED AS SINGLE FAMILY SUBURBAN / SINGLE FAMILY RURAL.*
2. *PARK PLAN: FEE IN LIEU. (REFER TO PARKLAND AND PHASING PLAN, SHEET 2).*
3. *THIS DEVELOPMENT IS IDENTIFIED AS NEIGHBORHOOD RESIDENTIAL PER THE CITY OF LEANDER FUTURE LAND USE PLAN.*
4. *A PORTION OF THIS DEVELOPMENT LIES WITHIN ZONE "AE" AND IS WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FEMA PANEL 48491C0460F, DATED DECEMBER 20TH, 2019.*
5. *THIS PROJECT LIES WITHIN THE EDWARDS AQUIFER CONTRIBUTING ZONE. THIS PROJECT DOES NOT LIE WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.*
6. *THIS PROJECT IS ADJACENT TO FUTURE CRYSTAL FALLS PARKWAY TRAIL, PER THE CITY OF LEANDER: LEANDER TRAILS MASTER PLAN 2011.*

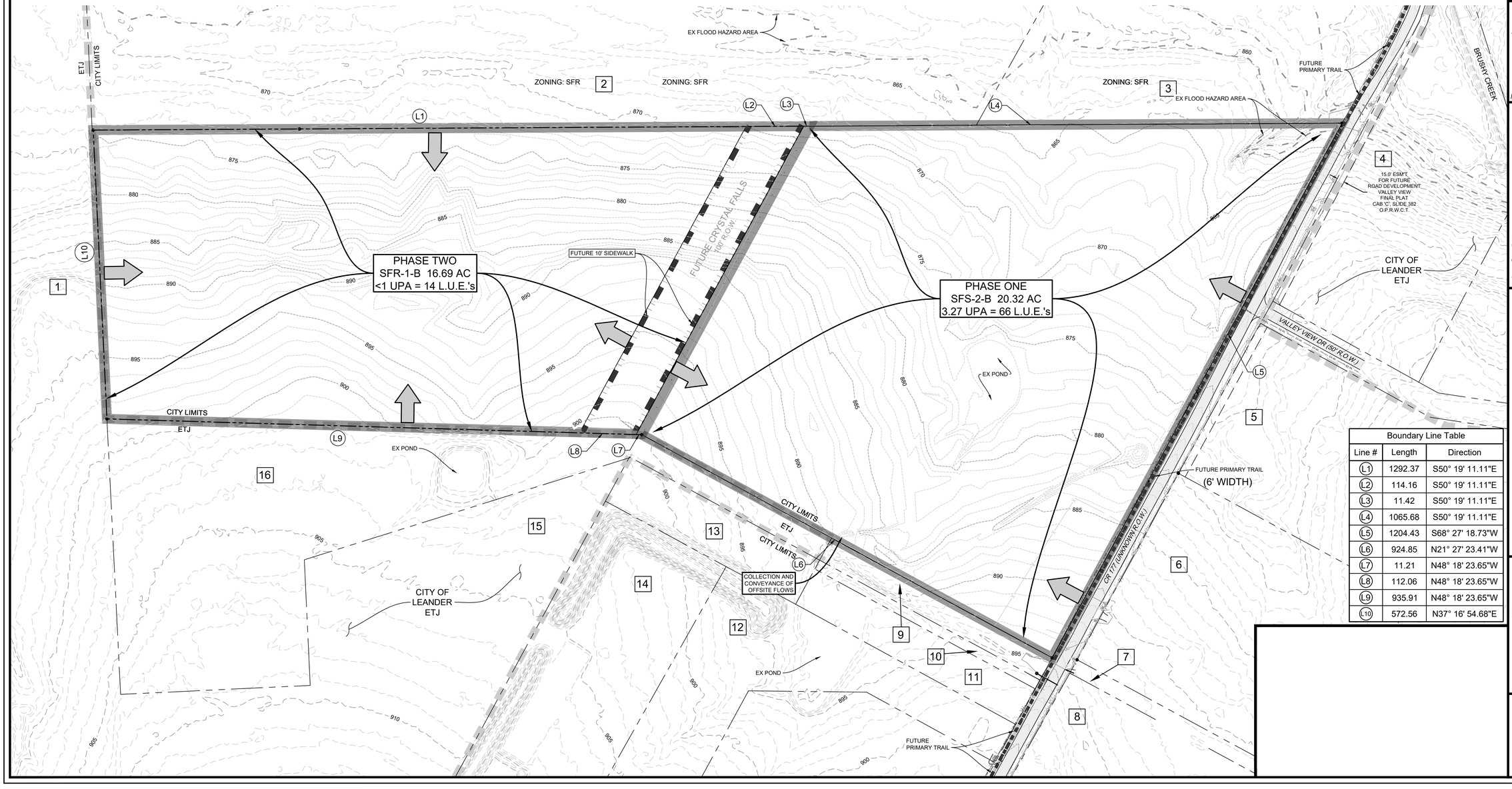
NOTE:
THE ALIGNMENT OF CRYSTAL FALLS PARKWAY SHOWN ON THIS PLAN IS CONCEPTUAL ONLY AND THE FINAL ALIGNMENT WILL BE PROVIDED BY THE CITY OF LEANDER.

BOUNDARY STREET IMPROVEMENT NOTES:

ALL STREETS AND TRAILS SHALL BE PLANNED TO PROPERLY INTEGRATE WITH THE EXISTING AND PROPOSED SYSTEM OF LOCAL, COLLECTOR AND ARTERIAL STREETS AND TRAILS AND SHALL CONFORM TO THE ROADWAY PLAN. ARTERIAL STREETS SHALL BE PROVIDED TO THE EXTENT THAT SUCH STREETS ARE ROUGHLY PROPORTIONAL TO THE PROJECTED IMPACT OF THE PROPOSED DEVELOPMENT. PRIOR TO THE CONSIDERATION OF AN ACTION ON A SUBDIVISION PLAN OR PLAT, STAFF SHALL PREPARE, AND THE CITY ENGINEER SHALL REVIEW AND APPROVE, AN INDIVIDUALIZED DETERMINATION PROVIDING A ROUGH PROPORTIONALITY ASSESSMENT AND A DETERMINATION OF WHETHER THE REQUIRED DEDICATION(S), PAYMENT OF FEES OR CONSTRUCTION COSTS, AND/OR IMPROVEMENT OF INFRASTRUCTURE SET FORTH IN THE DETERMINATION IS ROUGHLY PROPORTIONATE TO THE IMPACT OF THE PROPOSED SUBDIVISION. THE DETERMINATION SHALL INCLUDE, BUT, SHALL NOT NECESSARILY BE LIMITED TO, A COMPARISON OF THE PERCENTAGE OF LAND WITHIN A SUBDIVISION TO BE DEDICATED FOR AN ARTERIAL ROADWAY WITH THE PERCENTAGE OF LAND IN THE CITY AND ETJ DESIGNATED ON THE ROADWAY PLAN AS ARTERIAL ROADWAYS. THE ANALYSIS SHALL INCLUDE THE ENTIRE TRACT OF LAND CONTAINED WITHIN THE INITIAL SUBDIVISION APPLICATION REQUIRED BY THE CITY AND SHALL INCLUDE EXISTING ROADWAYS OUTSIDE OF THE LAND AS DEEMED APPROPRIATE BY THE CITY ENGINEER. IF THE INDIVIDUALIZED DETERMINATION DEMONSTRATES THAT THE PROPOSED STREET DEDICATION IS NOT ROUGHLY PROPORTIONAL TO THE IMPACT OF THE PROPOSED SUBDIVISION, THE ADDITIONAL RIGHT-OF-WAY NEEDED TO COMPLY WITH THE ROADWAY PLAN THAT EXCEEDS THE LIMITS OF ROUGH PROPORTIONALITY SHALL BE SHOWN AS "RESERVED STREET ROW" ON THE FACE OF THE PLAT OR PLAN.

(SCALE IN FEET)
SCALE: 1"=100'

LEGEND
- PROPOSED PROPERTY LINE
- EXISTING BOUNDARY LINE
- PROPOSED SETBACK LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CONTOURS
- EXISTING CITY E.T.J. LINE
- PROPOSED PHASE LINE
- FUTURE CRYSTAL FALLS PARKWAY TRAIL



Boundary Line Table		
Line #	Length	Direction
L1	1292.37	S50° 19' 11.11"E
L2	114.16	S50° 19' 11.11"E
L3	11.42	S50° 19' 11.11"E
L4	1065.68	S50° 19' 11.11"E
L5	1204.43	S68° 27' 18.73"W
L6	924.85	N21° 27' 23.41"W
L7	11.21	N48° 18' 23.65"W
L8	112.06	N48° 18' 23.65"W
L9	935.91	N48° 18' 23.65"W
L10	572.56	N37° 16' 54.68"E

NO.	DATE	REVISION	BY

STATE OF TEXAS
GARY ELI JONES
79198
REGISTERED
PROFESSIONAL ENGINEER
Mar 28, 2023

ELI ENGINEERING, PLLC.
700 THERESA COVE, CEDAR PARK, TX 78613
512-918-0819 (F) 512-532-0560
gejtexas@gmail.com
TBPELS FIRM No. 17877

LONE STAR LANDING
CONCEPT PLAN

LEANDER, TEXAS 78641 (CITY LIMITS)

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET
2
OF
10

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APPROXIMATE PHASE TIMING:
PHASE 1 - DECEMBER, 2023
PHASE 2 - DECEMBER, 2025

(SCALE IN FEET)
SCALE: 1"=100'

PARKLAND AND PHASING NOTES:

PARKLAND REQUIRED = 80 DU/100 3.5 ACRES =2.80 ACRES*
*PARKLAND FEE IN LIEU = 80 DU * $1050/DU = $84,000*
*PARKLAND IMPROVEMENTS = 80 DU * $400/DU = $32,000*
TOTAL PARKLAND FEE IN LIEU = $116,000

NOTE:
THE ALIGNMENT OF CRYSTAL FALLS PARKWAY SHOWN ON THIS PLAN IS CONCEPTUAL ONLY AND THE FINAL ALIGNMENT WILL BE PROVIDED BY THE CITY OF LEANDER.

LAND USE				
	ZONING	AREA	LOTS	UPA
PHASE 1	SFS-2-B RESIDENTIAL	20.32	66	3.27
PHASE 2	SFR-1-B RESIDENTIAL	16.69	14	0.83
	TOTAL	37.01	80	2.16

LEGEND
- PROPOSED PROPERTY LINE
- EXISTING BOUNDARY LINE
- PROPOSED SETBACK LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CONTOURS
- EXISTING CITY E.T.J. LINE
- PROPOSED PHASE LINE
- FUTURE CRYSTAL FALLS PARKWAY TRAIL

ETJ
CITY LIMITS
EX FLOOD HAZARD AREA
ZONING: SFR
BRUSHY CREEK
PHASE TWO
SFR-1-B 16.69 AC
<1 UPA = 14 L.U.E.'s
FUTURE 10' SIDEWALK
FUTURE CRYSTAL FALLS
100' R.O.W.
PHASE ONE
SFS-2-B 20.32 AC
3.27 UPA = 66 L.U.E.'s
EX POND
15.0' ESM'T.
FOR FUTURE
ROAD DEVELOPMENT
VALLEY VIEW
FINAL PLAT
CAB 'C', SLIDE 382
O.P.R.W.C.T.
CITY OF
LEANDER
ETJ
VALLEY VIEW DR (50' R.O.W.)
CR 177 (UNKNOWN R.O.W.)
FUTURE PRIMARY TRAIL
(6' WIDTH)
COLLECTION AND
CONVEYANCE OF
OFFSITE FLOWS
L1 L2 L3 L4 L5 L6 L7 L8 L9 L10
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

GARY ELI JONES
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STATE OF TEXAS
Mar 28, 2023

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SHEET
3
OF
10

NO. | DATE | REVISION | BY

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ADJACENT PROPERTY OWNER TABLE				
#	OWNER INFORMATION	ACRES	DEED/PLAT INFORMATION
1	LEE A. JACKSON	28.938	VOL 2536/PG 41
2	ROGER GERALD & DIANE THOMAS	47.866	VOL 1809/PG 792
3	ROGER GERALD & DIANE THOMAS	10.211	VOL 1811/PG 755
4	MARKUS M. & ALEXANDRA LAGMANSON	6.05	2016034354
5	WILLIAM M. & LENA F. SIMON	2.79	2016098746
6	KARLA T. & SCOTT WALLER	5.05	2020140279
7	MARK PIWETZ	5.0	VOL 904/PG 61
8	STANLEY JAMES & JOANNE LATTRELL	10.084	VOL 2633/PG 640
9	GRADY R. & AMY J. BRUCE	0.594	2010025317
10	MARK C. LARUE	0.224	221043706
11	LARUE REAL ESTATE HOLDINGS, LP	0.919	2009020538
12	LARUE REAL ESTATE HOLDINGS, LP	3.493	2007105914
13	MARK C. LARUE	0.981	2021043706
14	LARUE REAL ESTATE HOLDINGS, LP	4.37	2007105914
15	GRADY ROBERT & AMY JACKSON BRUCE, TRUSTEES, BRUCE LIVING TRUST	19.788	2016013949
16	GRADY R. & AMY J. BRUCE	7.406	2010025317

TREE PRESERVATION PLAN

LONE STAR LANDING

TREE CALIPER INCHES

TREE SIZE (in caliper inches)	TOTAL INCHES	SAVED INCHES	SAVED INCHES %	REMOVED INCHES	REMOVED INCHES %
8" to 18"	576	207	36%	370	64%
>18" to 26"	267	108	40%	159	60%
SUBTOTAL 8" to 26"	843	315	37%	529	63%
>26"	65	65	100%	0	0%
TOTALS	908	380	42%	529	58%

TOTAL TREES

TREE SIZE (in caliper inches)	TOTAL TREES	SAVED TREES	SAVED TREES %	REMOVED TREES	REMOVED TREES %
8" to 18"	49	19	39%	30	61%
>18" to 26"	12	5	42%	7	58%
SUBTOTAL 8" to 26"	61	24	39%	37	61%
>26" HERITAGE	2	2	100%	0	0%
TOTALS	63	26	41%	37	59%

MITIGATION PLAN: 8" - 18"

TREE SIZE (in caliper inches)	>50% REMOVAL	1:1 REPLACEMENT	2:1 REPLACEMENT	3:1 REPLACEMENT	FEES
8" to 18"	81.5	82	-	-	$12,300*

MITIGATION PLAN: Protected & Heritage Trees

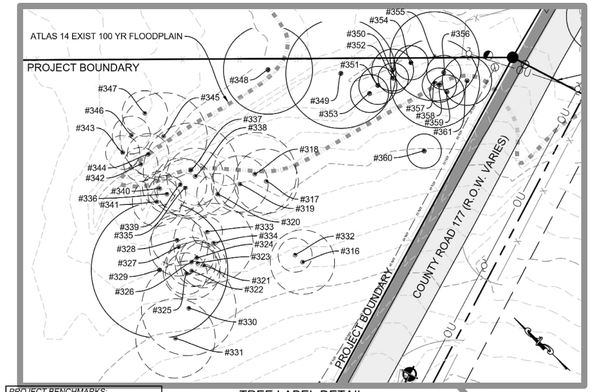
TREE SIZE (in caliper inches)	Removed (total inches)	1:1 REPLACEMENT	2:1 REPLACEMENT	3:1 REPLACEMENT	FEES
>18" to 26"	159	-	318	-	$47700*
>26" HERITAGE	0	-	-	0	$0

SUBJECT TO CHANGE BASED ON PICP

TREE LIST

(O) TREE LOCATED OFFSITE
(S) TREE TO REMAIN
(R) TREE TO BE REMOVED

300 (O) 9" LIVE OAK	340 (R) 9" LIVE OAK
301 (O) 9" HACKBERRY	341 (R) 13" LIVE OAK
302 (O) MULTI-TRUNK PECAN (18",13")	342 (R) 9" LIVE OAK
303 (O) 8" PECAN	343 (R) 9" LIVE OAK
304 (O) 13" PECAN	344 (R) 11" PECAN
305 (O) MULTI-TRUNK LIVE OAK (12",11")	345 (R) 23" LIVE OAK
306 (O) 13" PECAN	346 (R) 10" LIVE OAK
307 (O) 20" LIVE OAK	347 (R) 12" LIVE OAK
308 (O) 14" CEDAR ELM	348 (S) MULTI-TRUNK PECAN (12",10",9",4")
309 (O) 18" LIVE OAK	349 (S) 29" LIVE OAK
310 (O) 14" LIVE OAK	350 (S) 11" PECAN
311 (O) 19" LIVE OAK	351 (S) 10" PECAN
312 (O) 20" CEDAR ELM	352 (S) 8" PECAN
313 (O) 18" CEDAR ELM	353 (S) 10" PECAN
314 (O) 9" CEDAR ELM	354 (S) 9" PECAN
315 (O) 11" HACKBERRY	355 (O) MULTI-TRUNK PECAN (12",10",9",4")
316 (R) 17" RED OAK	356 (S) 9" PECAN
317 (R) 17" LIVE OAK	357 (S) MULTI-TRUNK PECAN (12",10",9",4")
318 (R) 22" LIVE OAK	358 (S) 9" LIVE OAK
319 (R) 15" LIVE OAK	359 (S) 9" PECAN
320 (R) 11" LIVE OAK	360 (S) 9" LIVE OAK
321 (R) 12" LIVE OAK	361 (S) 13" PECAN
322 (R) 12" LIVE OAK	362 (R) 22" PECAN
323 (R) 9" LIVE OAK	363 (S) 17",7" CEDAR ELM CLUSTER
324 (R) 9", 8" LIVE OAK CLUSTER	364 (R) 14" CEDAR ELM
325 (R) 15" LIVE OAK	365 (R) 10" CEDAR
326 (R) 11" LIVE OAK	366 (R) 14" CEDAR ELM
327 (R) 12",7" LIVE OAK CLUSTER	367 (R) 14" CEDAR ELM
328 (R) 10",7" LIVE OAK CLUSTER	368 (R) 10",5",4" CEDAR ELM CLUSTER
329 (S) MULTI-TRUNK LIVE OAK (26",20")	369 (S) 13" CEDAR ELM
330 (R) MULTI-TRUNK LIVE OAK (16",9",9")	370 (S) 13" CEDAR ELM
331 (R) MULTI-TRUNK LIVE OAK (16",10")	371 (S) 11" CEDAR ELM
332 (R) 9" LIVE OAK	372 (S) MULTI-TRUNK CEDAR ELM (16",12")
333 (R) 8" LIVE OAK	373 (S) 8" CEDAR ELM
334 (R) MULTI-TRUNK LIVE OAK (16",10")	374 (S) 9" LIVE OAK
335 (R) 14" LIVE OAK	375 (R) 9",5",4",3" CEDAR ELM CLUSTER
336 (R) 14" LIVE OAK	376 (S) 10" LIVE OAK
337 (R) MULTI-TRUNK LIVE OAK (16",9",9")	377 (S) 9",9" LIVE OAK CLUSTER
338 (R) 15" LIVE OAK	378 (S) 9",7",7",5" CEDAR ELM CLUSTER
339 (R) 10" LIVE OAK	379 (S) MULTI-TRUNK CEDAR ELM (11",8")



TREE LABEL DETAIL
SCALE: 1"=40'

(SCALE IN FEET)
SCALE: 1"=100'

LEGEND

- PROPOSED PROPERTY LINE
- EXISTING BOUNDARY LINE
- PROPOSED SETBACK LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CONTOURS
- EXISTING CITY E.T.J. LINE

NOTES:

1. *THIS DEVELOPMENT IS ZONED AS SINGLE FAMILY SUBURBAN / SINGLE FAMILY RURAL.*
2. *PARK PLAN: FEE IN LIEU.*
3. *THIS DEVELOPMENT IS IDENTIFIED AS NEIGHBORHOOD RESIDENTIAL PER THE CITY OF LEANDER FUTURE LAND USE PLAN.*
4. *A PORTION OF THIS DEVELOPMENT LIES WITHIN ZONE "AE" AND IS WITHIN THE 0.2% ANNUAL CHANCE FLOODPLAIN AS SHOWN ON FEMA PANEL 48491C0460F, DATED DECEMBER 20TH, 2019.*
5. *THIS PROJECT LIES WITHIN THE EDWARDS AQUIFER CONTRIBUTING ZONE.*
6. *THIS PROJECT DOES NOT LIE WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.*
7. *TREE MITIGATION FEES TO BE PAID, FEES ARE SUBJECT TO CHANGE BASED ON PICP.*

PROJECT BENCHMARKS:

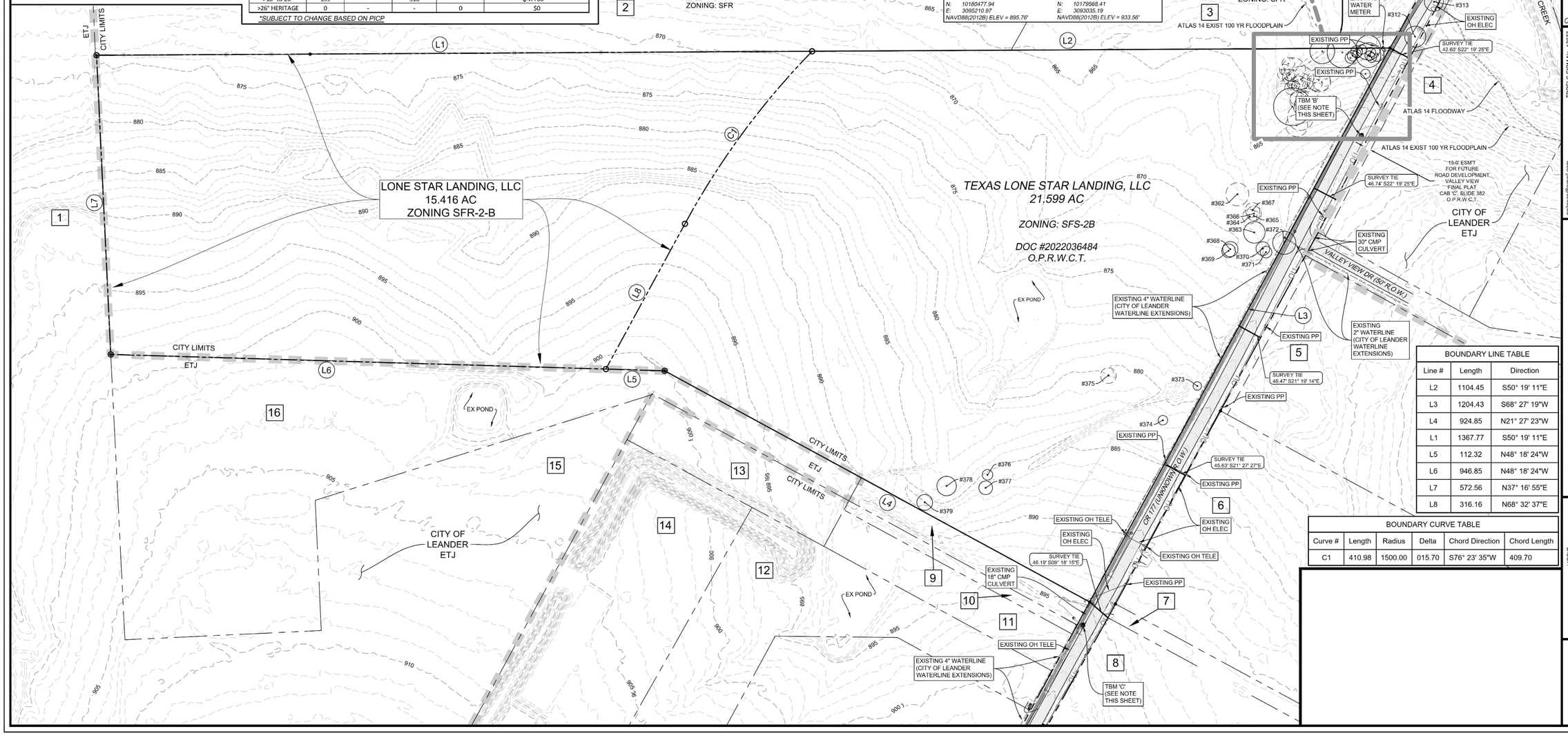
TBM "A" CUT SQUARE IN CONCRETE
N: 10182151.94
E: 3097679.94
NAVD88(2012B) ELEV = 878.92'

TBM "B" CUT SQUARE IN CONCRETE
N: 10180852.43
E: 3096220.81
NAVD88(2012B) ELEV = 868.12'

TBM "C" CUT SQUARE IN CONCRETE
N: 10180477.94
E: 3095210.97
NAVD88(2012B) ELEV = 895.76'

TBM "D" CUT SQUARE IN CONCRETE
N: 10179630.59
E: 3093191.27
NAVD88(2012B) ELEV = 933.79'

TBM "E" CUT SQUARE IN CONCRETE
N: 10179568.41
E: 3093035.19
NAVD88(2012B) ELEV = 933.56'



BOUNDARY LINE TABLE		
Line #	Length	Direction
L2	1104.45	S50° 19' 11"E
L3	1204.43	S68° 27' 19"W
L4	924.85	N21° 27' 23"W
L1	1367.77	S50° 19' 11"E
L5	112.32	N48° 18' 24"W
L6	946.85	N48° 18' 24"W
L7	572.56	N37° 16' 55"E
L8	316.16	N68° 32' 37"E

BOUNDARY CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	410.98	1500.00	015.70	S76° 23' 35"W	409.70

NO.	DATE	REVISION	BY

GARY ELI JONES
79198
REGISTERED
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Oct 03, 2023

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TBPELS FIRM No. 17877

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE

PRELIMINARY PLAT

EXISTING CONDITIONS AND TREE PROTECTION PLAN

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET 4 OF 10

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ADJACENT PROPERTY OWNER TABLE

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16	GRADY R. & AMY J. BRUCE	7.406	2010025317

PROPOSED LOT SUMMARY TABLE

RESIDENTIAL:

BLOCK 'A'	BLOCK 'B'	BLOCK 'C'	BLOCK 'D'
LOT 1 - 0.24 AC	LOT 1 - 0.23 AC	LOT 1 - 0.25 AC	LOT 1 - 0.24 AC
LOT 2 - 0.20 AC	LOT 2 - 0.21 AC	LOT 2 - 0.21 AC	LOT 2 - 0.21 AC
LOT 3 - 0.20 AC	LOT 3 - 0.21 AC	LOT 3 - 0.21 AC	LOT 3 - 0.21 AC
LOT 4 - 0.20 AC	LOT 4 - 0.21 AC	LOT 4 - 0.21 AC	LOT 4 - 0.21 AC
LOT 5 - 0.20 AC	LOT 5 - 0.21 AC	LOT 5 - 0.21 AC	LOT 5 - 0.21 AC
LOT 6 - 0.21 AC	LOT 6 - 0.21 AC	LOT 6 - 0.21 AC	LOT 6 - 0.21 AC
LOT 8 - 0.25 AC	LOT 7 - 0.21 AC	LOT 7 - 0.21 AC	LOT 7 - 0.21 AC
LOT 9 - 0.25 AC	LOT 8 - 0.21 AC	LOT 8 - 0.27 AC	LOT 8 - 0.21 AC
		LOT 10 - 0.21 AC	LOT 9 - 0.29 AC
		LOT 11 - 0.21 AC	LOT 10 - 0.23 AC
		LOT 12 - 0.21 AC	LOT 11 - 0.24 AC
		LOT 13 - 0.21 AC	LOT 12 - 0.29 AC
		LOT 14 - 0.21 AC	LOT 14 - 0.21 AC
		LOT 15 - 0.21 AC	LOT 15 - 0.21 AC
		LOT 16 - 0.21 AC	LOT 16 - 0.21 AC
		LOT 17 - 0.23 AC	LOT 17 - 0.26 AC

H.O.A. DRAINAGE EASEMENT / LANDSCAPE EASEMENT / OPEN SPACE:

BLOCK 'A'	BLOCK 'B'	BLOCK 'C'	BLOCK 'D'
LOT 7 - 0.09 AC	LOT 9 - 0.14 AC	LOT 9 - 0.56 AC	LOT 13 - 1.32 AC

LOT SUMMARY		
RESIDENTIAL LOTS	48	(10.58 AC)
H.O.A. DRAINAGE EASEMENT LOTS	3	(1.97 AC)
H.O.A. LANDSCAPE LOTS	1	(0.14 AC)
BLOCKS (ONE L.U.E. PER RESIDENTIAL LOT)	4	
AREA SUMMARY		
LOTS		12.69 AC
RIGHT-OF-WAY		2.68 AC

PROPOSED STREET SUMMARY TABLE

STREET NAME	R.O.W WIDTH	PAVEMENT WIDTH	LENGTH	DESIGN SPEED	PUBLIC/ PRIVATE	CLASSIFICATION
SUZANNE KIMBERLY WAY	50'	28' FOC-FOC	653.34 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL
VALLEY VIEW DRIVE	50'	28' FOC-FOC	1111.30 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL
CASSIDIE NICOLE DRIVE	50'	28' FOC-FOC	656.04 LF	25 MPH	PUBLIC	LOCAL RESIDENTIAL

NOTES:

1. *THIS DEVELOPMENT IS ZONED AS SINGLE FAMILY SUBURBAN / SINGLE FAMILY RURAL.*
2. *PARK PLAN: FEE IN LIEU.*
3. *THIS DEVELOPMENT IS IDENTIFIED AS NEIGHBORHOOD RESIDENTIAL PER THE CITY OF LEANDER FUTURE LAND USE PLAN.*
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5. *THIS PROJECT LIES WITHIN THE EDWARDS AQUIFER CONTRIBUTING ZONE.*
6. *THIS PROJECT DOES NOT LIE WITHIN THE EDWARDS AQUIFER RECHARGE ZONE.*
7. *NO RESIDENTIAL LOT WITHIN THIS SUBDIVISION IS ALLOWED DIRECT ACCESS TO COUNTY ROAD 177.*
8. *A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY. AND A TWO AND A HALF (2.5') PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.*
9. *EACH RESIDENTIAL LOT SHALL CONTAIN TWENTY (20') FOOT FRONT BUILDING SETBACKS, FIVE FOOT (5') SIDE BUILDING SETBACKS, FIFTEEN FOOT (15') SIDE FACING STREET SETBACKS, AND FIFTEEN (15') FOOT REAR SETBACKS.*
10. *ALL HOMES BUILT ON LOTS SIDING OR BACKING A MAJOR ARTERIAL ROADWAY ARE REQUIRED TO BE CONSTRUCTED TO TYPE 'A' ARCHITECTURAL STANDARDS.*
11. *SEE SHEET 4 FOR COMPLETE EXISTING TREE LIST.*
12. *THE PROPOSED SUBDIVISION COMPLIES WITH THE AUSTIN TRANSPORTATION CRITERIA MANUAL.*
13. *NO ACCESS TO EAST OR WEST PROVIDED PER APPROVED CONCEPT PLAN, FLOODPLAIN AND COMPLIANT BLOCK LENGTHS. FUTURE CRYSTAL FALLS PARKWAY WILL PROVIDE CONNECTIVITY EAST TO WEST.*
14. *BLOCK A, LOT 7, BLOCK C, LOT 9, AND BLOCK D, LOT 13 SHALL HAVE A 10' LANDSCAPE, ACCESS AND PUBLIC UTILITY EASEMENT ALONG THE RIGHT-OF-WAY.*
15. *ALL EASEMENTS ARE SHOWN ON THE PRELIMINARY PLAT, AS FOUND ON FIDELITY NATIONAL TITLE INSURANCE COMPANY, POLICY # 2744243-227341921, DATED MARCH 23, 2022.*
16. *ALL ACCESS MAINTENANCE TO POND TO BE DESIGNED PER CITY OF AUSTIN DRAINAGE CRITERIA MANUAL 1.2.4.*
17. *THE HOME OWNERS ASSOCIATION (H.O.A.) SHALL OWN AND MAINTAIN THE FOLLOWING LOTS:*
    BLOCK A, LOT 7, BLOCK B, LOT 9, BLOCK C, LOT 9, AND BLOCK D, LOT 13.

BOUNDARY LINE TABLE		
Line #	Length	Direction
L2	1104.45	S50° 19' 11"E
L3	1204.43	S68° 27' 19"W
L4	924.85	N21° 27' 23"W
L1	1367.77	S50° 19' 11"E
L5	112.32	N48° 18' 24"W
L6	946.85	N48° 18' 24"W
L7	572.56	N37° 16' 55"E
L8	316.16	N68° 32' 37"E

BOUNDARY CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	410.98	1500.00	015.70	S76° 23' 35"W	409.70

PROPOSED STREET CURVE TABLE					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C2	157.23	100.00	090.09	N66° 30' 02"W	141.53

(SCALE IN FEET)
SCALE: 1"=100'

LEGEND

- PROPOSED PROPERTY LINE
- LOT XX 0.00 AC — PROPOSED LOT LABEL
- (Z) — PROPOSED BLOCK LABEL
- EXISTING BOUNDARY LINE
- PROPOSED SETBACK LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CITY E.T.J. LINE

ETJ
CITY LIMITS
ZONING: SFR 2
ZONING: SFR 3
PHASE 2 15.416 AC
PHASE 2 6.232 AC
CRYSTAL FALLS PARKWAY ALIGNMENT TO BE DETERMINED BASED ON CITY-INITIATED ALIGNMENT STUDY
N68°27'19"E 844.62'
S20°58'14"E 307.52'
SEE NOTE 14 THIS SHEET
SEE NOTE 17 THIS SHEET
LOT 13 WATER QUALITY / DETENTION POND 1.32 AC
15.0' ESM'T FOR FUTURE ROAD DEVELOPMENT VALLEY VIEW FINAL PLAT CAB 'C', SLIDE 382 O.P.R.W.C.T.
30 LF MAINTENANCE ACCESS TO POND
NO ACCESS TO CR 177 FROM LOT 17
CITY OF LEANDER ETJ
VALLEY VIEW DR (50' R.O.W.)
BLOCK B, LOT 9 10' H.O.A. LANDSCAPE LOT (SEE NOTE 17 THIS SHEET)
6' SIDEWALK
EX OVERHEAD ELEC
CASSIDIE NICOLE DRIVE (50' R.O.W.)
SUZANNE KIMBERLY WAY (50' R.O.W.)
CR 177 (UNKNOWN R.O.W.)
COLLECTION AND CONVEYANCE OF OFFSITE FLOWS
NO ACCESS TO CR 177 FROM LOT 1
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

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GARY ELI JONES 79198 REGISTERED PROFESSIONAL ENGINEER
Oct 03, 2023

NO.	DATE	REVISION	BY

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE

PRELIMINARY PLAT

PRELIMINARY PLAT

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET 5 OF 10

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(SCALE IN FEET)
SCALE: 1"=100'

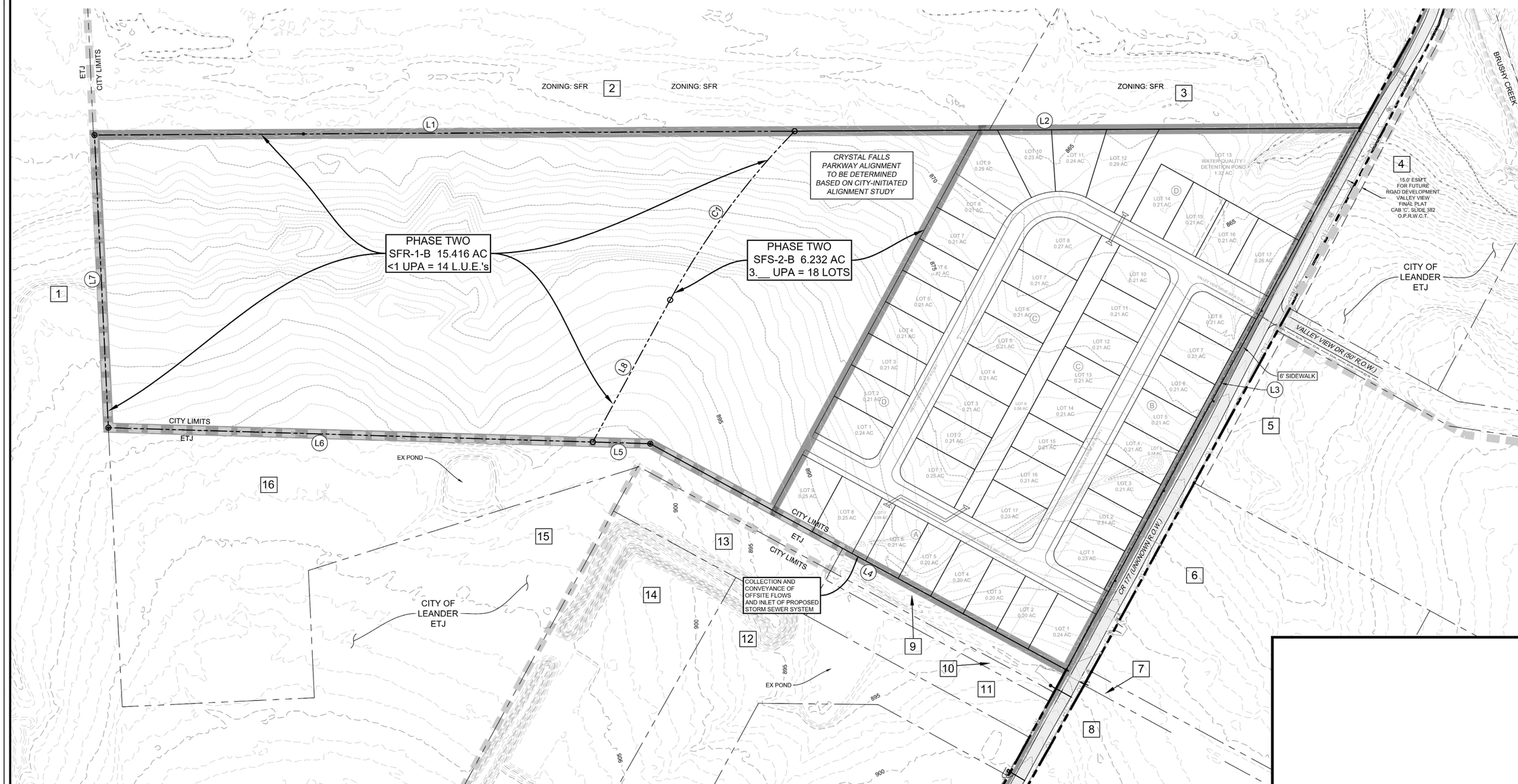
PARKLAND AND PHASING NOTES:

PARKLAND REQUIRED = 48 DU/100* 3.5 ACRES =1.68 ACRES
PARKLAND FEE IN LIEU = 48 DU * $1050/DU = $50,400
PARKLAND IMPROVEMENTS = 48 DU * $400/DU = $19,200
TOTAL PARKLAND FEE IN LIEU = $69,600

LAND USE				
	ZONING	AREA	LOTS	UPA
PHASE 1	SFS-2-B RESIDENTIAL	15.367	48	3.12
PHASE 2	SFR-1-B RESIDENTIAL	15.416	14	0.91
PHASE 2	SFS-2-B RESIDENTIAL	6.232	18	2.89
	TOTAL	37.01	80	2.16

LEGEND

- PROPOSED PROPERTY LINE
- EXISTING BOUNDARY LINE
- PROPOSED SETBACK LINE
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CONTOURS
- EXISTING CITY E.T.J. LINE
- PROPOSED PHASE LINE
- FUTURE CRYSTAL FALLS PARKWAY TRAIL



STATE OF TEXAS
GARY ELI JONES
79198
REGISTERED PROFESSIONAL ENGINEER
Oct 03, 2023

TBPELS FIRM No. 17877

ELI ENGINEERING

ELI ENGINEERING, PLLC.
700 THERESA COVE, CEDAR PARK, TX 78613
512-918-0819 (F) 512-532-0560

gejtexas@gmail.com

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE

PRELIMINARY PLAT

PROPOSED PARKLAND AND PHASING PLAN

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET
6
OF
10

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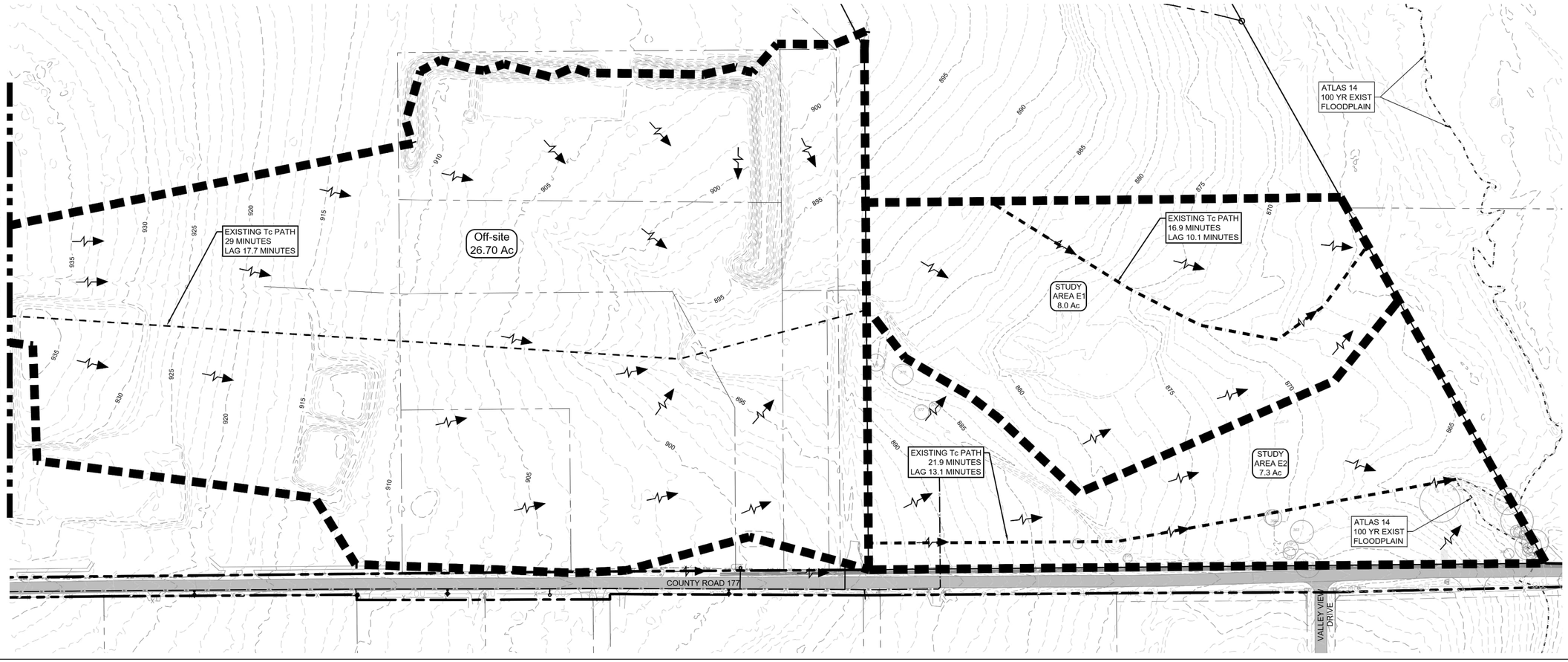

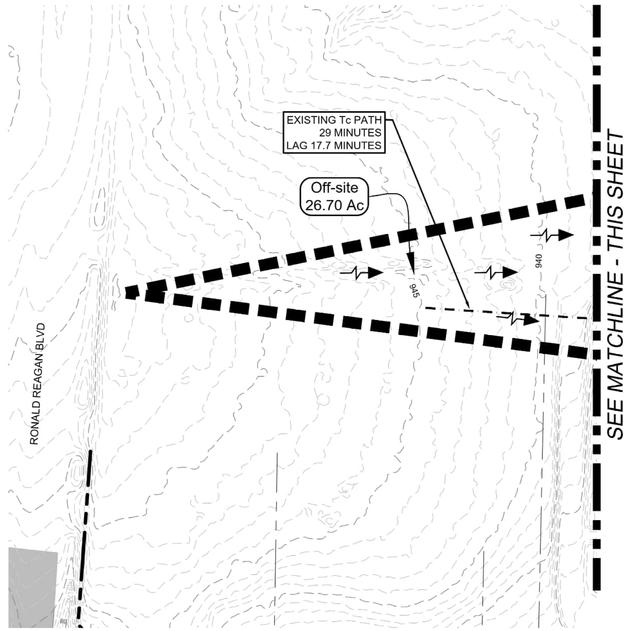

OFF-SITE EXISTING CONDITIONS:

Drainage Area	Description	Area (ac.)	Area (sq. miles.)	I.C. (%)	Hydrologic Soils Group	SCS CN	Tc (min)	Tc used = Tc Lag (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
Off-site	Existing off-site runoff to by-pass channel	26.70	0.0417	20.0	D	83.6	29.0	17.4	**56.40**	**101.50**	**132.30**	**182.60**
								Existing Off-site Runoff:	**56.40**	**101.50**	**132.30**	**182.60**

BYPASS CHANNEL FOR OFF-SITE RUNOFF
6' FLAT BOTTOM CHANNEL @ 2.5% - 3 ft. Deep

Storm Event	Discharge (cfs)	Depth (ft)	Area (sqft)	Velocity (ft/s)
2 yr	56.4	1.1	10.0	5.7
10 yr	101.5	1.5	15.3	6.6
25 yr	132.8	1.7	18.6	7.2
100 yr	182.6	2.0	23.3	7.8

Drainage Basin Characteristics - Existing Conditions								
Drainage Area	Area (Acres)	I.C. (%)	Curve No.	Tc (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
EX DA-1	8.00	0.0%	80	16.90	18.40	35.30	47.20	67.50
EX-DA-2	7.30	0.0%	80	21.90	14.90	28.60	38.30	54.70

Drainage Basin Characteristics - Proposed Conditions								
Drainage Area	Area (Acres)	I.C. (%)	Curve No.	Tc (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
PR DA-1	14.60	38.40%	80	10.00	55.50	91.00	115.90	158.70
PR DA-2	0.80	20.00%	80	5.00	3.20	5.70	7.50	10.50

PROPOSED

Analysis Point 1				
	Existing Flows		Proposed Flows	
2 YR	32.70	CFS	32.20	CFS
10 YR	63.00	CFS	60.40	CFS
25 YR	84.20	CFS	77.30	CFS
100 YR	120.40	CFS	105.50	CFS

NOTE: ALL PROPOSED FLOWS LEAVING THE PROPERTY ARE LESS THAN OR EQUAL TO EXISTING CONDITION FLOWS

100 75 50 25 0 50 100
(SCALE IN FEET)
SCALE: 1"=100'

LEGEND

- PROPOSED DRAINAGE AREA BOUNDARY
- EXISTING Tc FLOW PATH
- EXISTING FEMA 100 YEAR FLOODPLAIN
- EXISTING ATLAS 14 100 YEAR ULT FLOODPLAIN
- ZZ 0.0 Ac — DRAINAGE AREA LABEL
- EXISTING FLOW DIRECTION
- PROPOSED FLOW DIRECTION

NO.	DATE	REVISION	BY

GARY ELI JONES
79198
REGISTERED
PROFESSIONAL ENGINEER
STATE OF TEXAS
Oct 03, 2023

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gejtexas@gmail.com

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE

PRELIMINARY PLAT

EXISTING DRAINAGE AREA MAP

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET 7 OF 10

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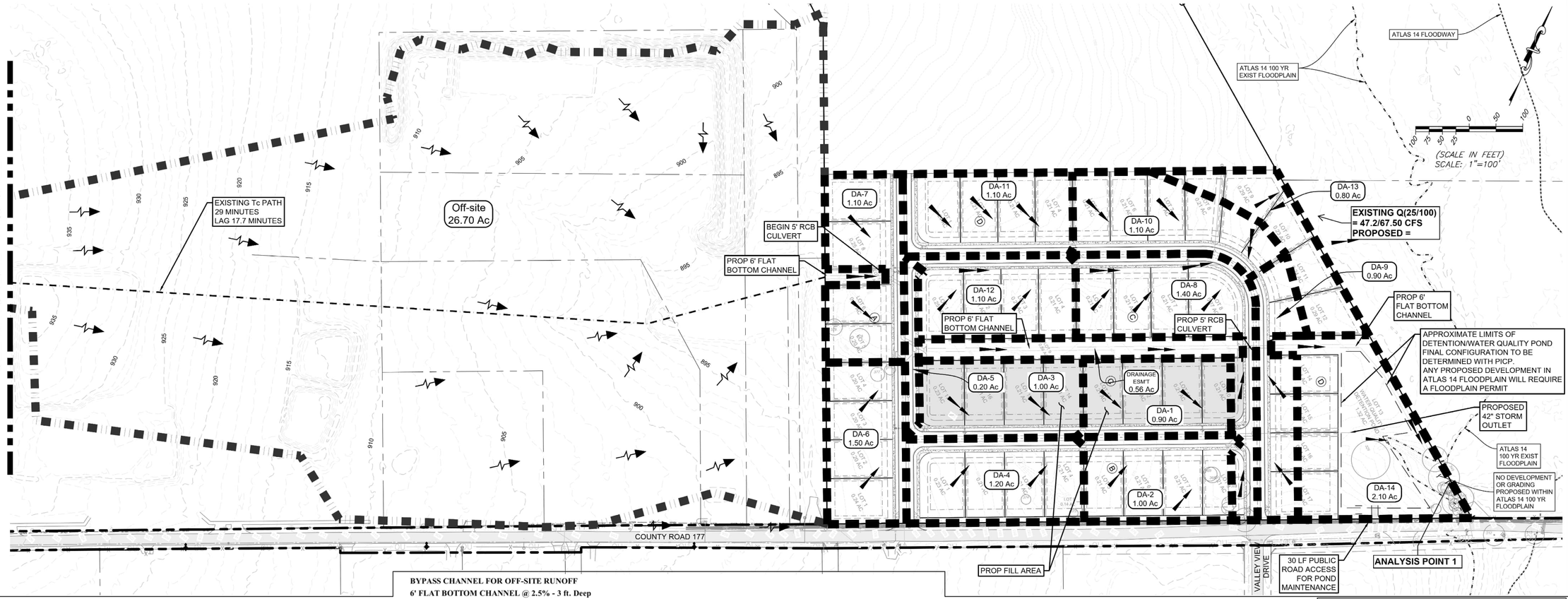
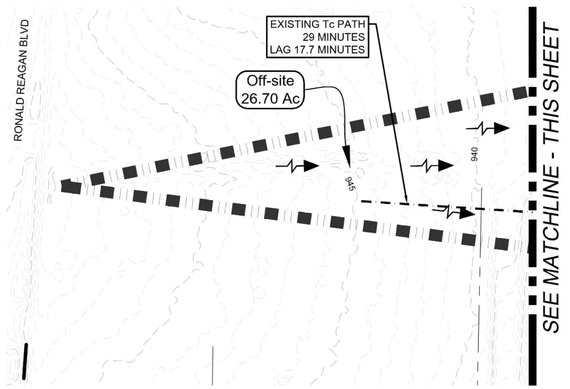


BYPASS CHANNEL FOR OFF-SITE RUNOFF
6' FLAT BOTTOM CHANNEL @ 2.5% - 3 ft. Deep

Storm Event	Discharge	Depth	Area	Velocity
	(cfs)	(ft)	(sqft)	(ft/s)
2 yr	56.4	1.1	10.0	5.7
10 yr	101.5	1.5	15.3	6.6
25 yr	132.8	1.7	18.6	7.2
100 yr	182.6	2.0	23.3	7.8



OFF-SITE EXISTING CONDITIONS:

Drainage Area	Description	Area (ac.)	Area (sq. miles.)	I.C. (%)	Hydrologic Soils Group	SCS CN	Tc (min)	Tc used = Tc Lag (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
Off-site	Existing off-site runoff to by-pass channel	26.70	0.0417	20.0	D	83.6	29.0	17.4	**56.40**	**101.50**	**132.80**	**182.60**
								Existing Off-site Runoff:	**56.40**	**101.50**	**132.80**	**182.60**

Drainage Basin Characteristics - Existing Conditions

Drainage Area	Area (Acres)	I.C. (%)	Curve No.	Tc (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
EX DA-1	8.00	0.0%	80	16.90	18.40	35.30	47.20	67.50
EX-DA-2	7.30	0.0%	80	21.90	14.90	28.60	38.30	54.70

Drainage Basin Characteristics - Proposed Conditions

Drainage Area	Area (Acres)	I.C. (%)	Curve No.	Tc (min)	Q2 (cfs)	Q10 (cfs)	Q25 (cfs)	Q100 (cfs)
PR DA-1	14.60	38.40%	80	10.00	55.50	91.00	115.90	158.70
PR DA-2	0.80	20.00%	80	5.00	3.20	5.70	7.50	10.50

IC = (48 X 3500 SF + 2.68 AC X 76% X 43560)/15.37 =38.4 %
Area to Pond -----CN = 0.384 X 80 + 0.616 X 98 =86.7
OS-1 -----CN = 0.80 X 80 + 0.20 X 98 =83.7

ON-SITE PRELIMINARY DRAINAGE CALCULATIONS
Lonestar Landing

	#	AREA ac.	TC min.	C25	C100	I25 in./hr.	I100 in./hr.	Q25 cfs	Q100 cfs	Inlet Type
DA-1	1	0.90	10	0.67	0.75	9.1	12.0	5.5	8.1	
DA-2	2	1.00	10	0.67	0.75	9.1	12.0	6.1	9.0	
DA-3	3	1.00	10	0.67	0.75	9.1	12.0	6.1	9.0	
DA-4	4	1.20	10	0.67	0.75	9.1	12.0	7.3	10.8	
DA-5	5	0.20	5	0.67	0.75	11.3	15.0	1.5	2.3	sump
DA-6	6	1.50	10	0.67	0.75	9.1	12.0	9.1	13.5	sump
DA-7	7	1.10	5	0.67	0.75	11.3	15.0	8.3	12.4	sump
DA-8	8	1.40	5	0.67	0.75	11.3	15.0	10.6	15.8	sump
DA-9	9	0.90	5	0.67	0.75	11.3	15.0	6.8	10.1	sump
DA-10	10	1.10	5	0.67	0.75	11.3	15.0	8.3	12.4	sump
DA-11	11	1.10	5	0.67	0.75	11.3	15.0	8.3	12.4	
DA-12	12	1.10	5	0.67	0.75	11.3	15.0	8.3	12.4	
DA-13	13	0.80	5	0.50	0.62	11.3	15.0	4.5	7.4	off-site
DA-14	14	2.10	5	0.40	0.47	11.3	15.0	9.5	14.8	direct to pond
		15.40								

PROPOSED

Analysis Point 1				
	Existing Flows		Proposed Flows	
2 YR	32.70	CFS	32.20	CFS
10 YR	63.00	CFS	60.40	CFS
25 YR	84.20	CFS	77.30	CFS
100 YR	120.40	CFS	105.50	CFS
NOTE: ALL PROPOSED FLOWS LEAVING THE PROPERTY ARE LESS THAN OR EQUAL TO EXISTING CONDITION FLOWS				

LEGEND

- EXISTING DRAINAGE AREA BOUNDARY
- EXISTING FEMA 100 YEAR FLOODPLAIN
- EXISTING ATLAS 14 100 YEAR ULT FLOODPLAIN
- PROPOSED STUDY AREA BOUNDARY
- EXISTING Tc FLOW PATH
- ZZ 0.0 Ac — DRAINAGE SUB-AREA LABEL
- EXISTING FLOW DIRECTION
- PROPOSED FLOW DIRECTION
- PROPOSED FILL AREA

NOTES:

1. FLOODPLAIN LINES SHOWN PER FEMA PANEL 48491C0460F, DATED DEC. 20, 2019.
2. ALL ACCESS MAINTENANCE TO PONDS WILL BE DESIGNED PER CITY OF AUSTIN DCM 1.2.4.

NO. | DATE | REVISION | BY

GARY ELI JONES 79198 REGISTERED PROFESSIONAL ENGINEER
STATE OF TEXAS
Oct 03, 2023

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TBPELS FIRM No. 17877
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gejtexas@gmail.com

LONE STAR LANDING PHASE ONE
LEANDER, TEXAS 78641 (CITY LIMITS)
PRELIMINARY PLAT
PROPOSED DRAINAGE AREA MAP

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEI

SHEET 8 OF 10

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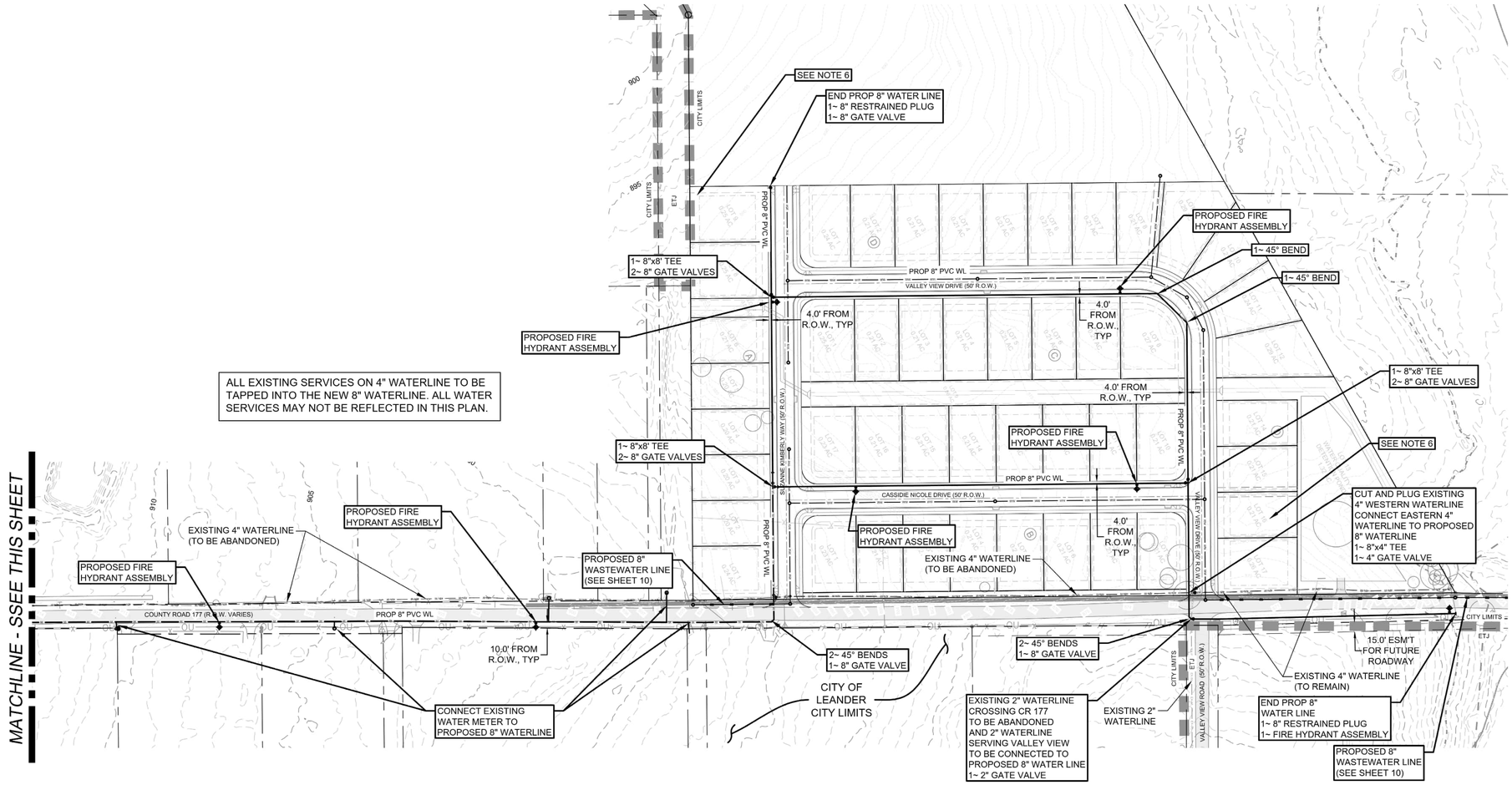

(SCALE IN FEET)
SCALE: 1"=100'

LEGEND

- EXISTING BOUNDARY LINE
- PROPOSED WASTEWATER LINE
- PROPOSED WASTEWATER MANHOLE
- PROPOSED WASTEWATER FLOW DIRECTION
- PROPOSED EASEMENT
- EXISTING EASEMENT
- EXISTING CONTOURS
- EXISTING CITY E.T.J. LINE
- EXISTING CREEK FLOW DIRECTION

NOTES:

1. *REFER TO EXISTING CONDITIONS PLAN (SHEET 4) FOR EXISTING PROPERTY OWNER INFORMATION.*
2. *ALL PROPOSED WATER LINES TO BE C-900 DR-14 PVC.*
3. *ALL PROPOSED FIRE LEADS TO BE 6" DUCTILE IRON.*
4. *ALL PROPOSED WATER LINE FITTINGS, VALVES, AND HYDRANTS TO BE INSTALLED PER APPLICABLE CITY OF LEANDER AND CITY OF AUSTIN STANDARD DETAILS.*
5. *PROPOSED WATER DEMAND (PER K. FRIESE, MAY 2023 IMPACT FEE STUDY):*

   48 LUE x 268.8 GPD/LUE = 12,902 GPD AVERAGE DAY DEMAND
   48 LUE x 635.9 GPD/LUE = 30,523 GPD MAX DAY DEMAND
   48 LUE x 1194.53 GPD/LUE = 40 GPM PEAK HOUR DEMAND.

6. *HIGHEST PROPOSED WATER PRESSURE: BLOCK D, LOT 16, ELEV=864.00*
   LOWEST PROPOSED WATER PRESSURE: BLOCK A, LOT 8, ELEV=893.50
7. *WATER MODELING RESULTS (PER K. FRIESE):*

   MINIMUM PRESSURE = 95 PSI (1,119 HGL)
   MAXIMUM PRESSURE = 104 PSI (1,135 HGL)
   FIRE FLOW AVAILABLE = 1,365 GPM at 20 PSI RESIDUAL.

NO.	DATE	REVISION	BY

GARY ELI JONES
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Oct 03, 2023

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gg@texas@gmail.com
TBPELS FIRM No. 17877

LEANDER, TEXAS 78641 (CITY LIMITS)

LONE STAR LANDING PHASE ONE

PRELIMINARY PLAT

WATER PLAN

DRAWING SCALE: HORIZ.= VERT.=
SURVEYED:
FILE NAME: RR
DATE:
DRAWN: JTC
DESIGNED: EEJ

SHEET 9 OF 10

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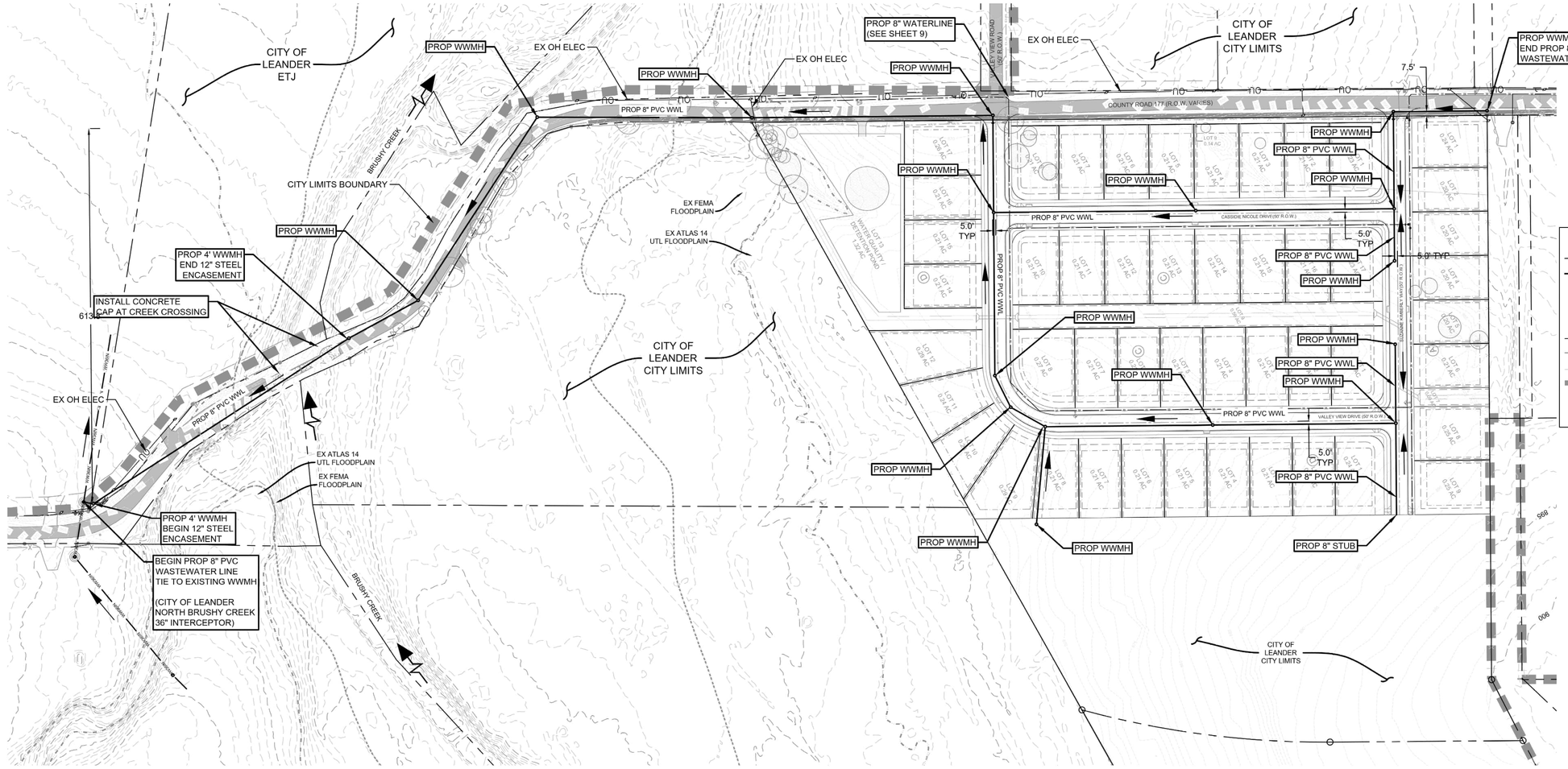
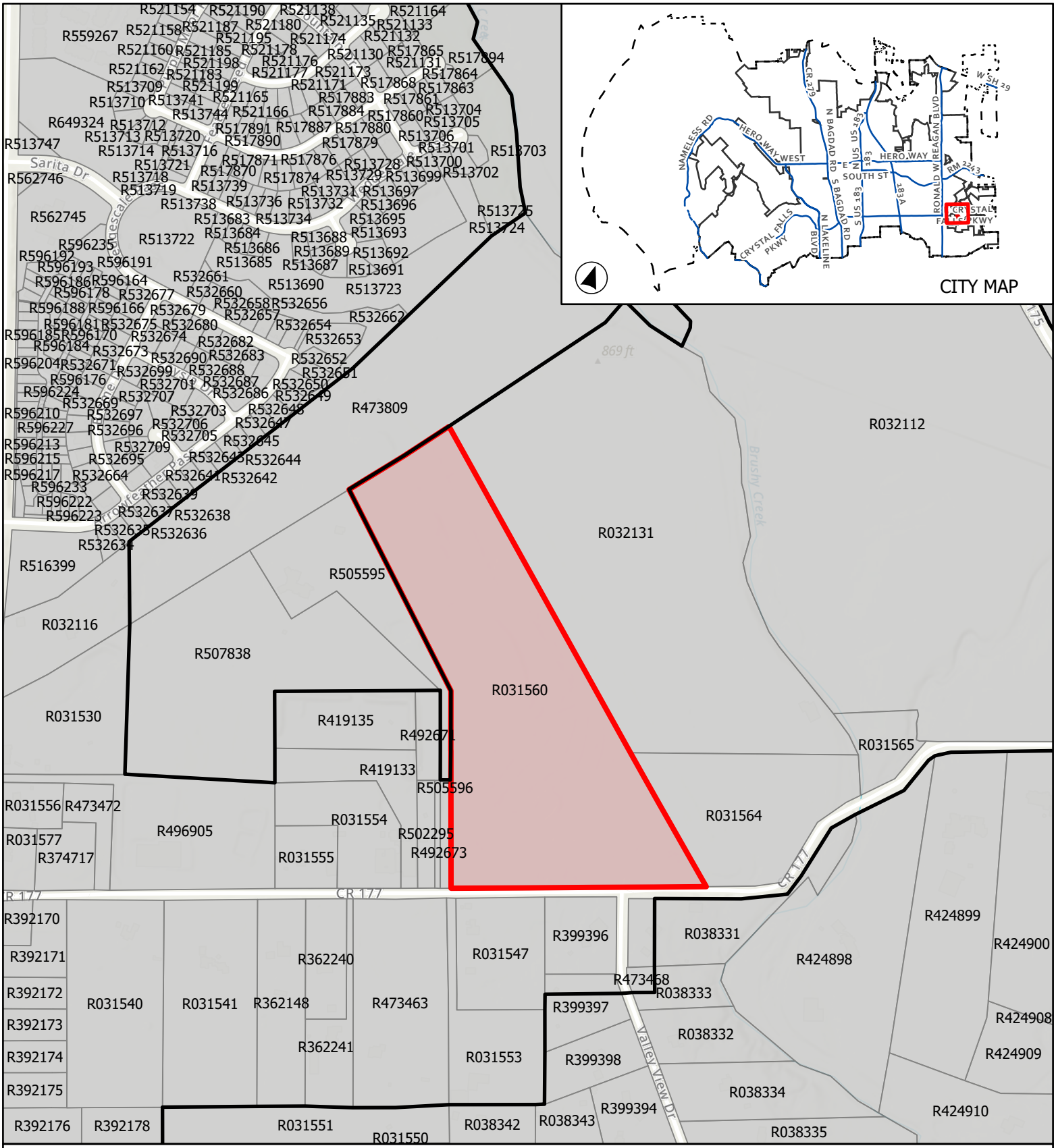

CITY OF LEANDER ETJ
PROP WWMH
EX OH ELEC
PROP 8" WATERLINE (SEE SHEET 9)
IVY VIEW ROAD (50' R.O.W.)
CITY OF LEANDER CITY LIMITS
PROP WWMH END PROP 8" PVC WASTEWATER LINE
COUNTY ROAD 177 (R.O.W. VARIES)
PROP 8" PVC WWL
7.5'
CITY LIMITS BOUNDARY
BRUSHY CREEK
EX FEMA FLOODPLAIN
EX ATLAS 14 UTL FLOODPLAIN
PROP 4' WWMH END 12" STEEL ENCASEMENT
INSTALL CONCRETE CAP AT CREEK CROSSING
613.0'
PROP 8" PVC WWL
PROP 4' WWMH BEGIN 12" STEEL ENCASEMENT
BEGIN PROP 8" PVC WASTEWATER LINE TIE TO EXISTING WWMH (CITY OF LEANDER NORTH BRUSHY CREEK 36" INTERCEPTOR)
LOT 71 WATER QUALITY DETENTION POND 2.24 AC
PROP 8" PVC WWL
CASSIDIE NICOLE DRIVE (50' R.O.W.)
5.0' TYP
LOT 9 0.14 AC
JOSIAH KIMBER, V WAY (50' R.O.W.)
VALLEY VIEW DRIVE (50' R.O.W.)
PROP 8" STUB
LOT 1 0.24 AC
LOT 2 0.24 AC
LOT 3 0.24 AC
LOT 4 0.24 AC
LOT 5 0.24 AC
LOT 6 0.24 AC
LOT 7 0.24 AC
LOT 8 0.24 AC
LOT 9 0.24 AC
LOT 10 0.24 AC
LOT



CASE: PP-23-0033 **ATTACHMENT 2** **LONE STAR LANDING**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 285 570

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Conduct a Public Hearing regarding Subdivision Case CP-23-0023 to adopt the Mac Haik Quick Lane Concept Plan and Preliminary Plat on seven (7) parcels of land approximately 5.725 acres ± in size, more particularly described by Williamson Central Appraisal District Parcels R474912, R457903, R031360, R500607, R485578, R474901, and R305748; generally located at the south west corner of Merrill Drive and 183A Toll Road, Leander, Williamson County, Texas.

- Discuss and consider action regarding Subdivision Case CP-23-0023 as described above.

BACKGROUND:
This request includes the first and second steps in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the concept plan satisfies the applicable regulations without requesting any variances.

HISTORY/TIMELINE:
01/17/2008 – Zoning Approved

APPLICANT/AGENT:
Goode Faith Engineering (Anthony Goode) on behalf of MH Leander Realty LLC (Mac Haik)

RECOMMENDATION:
Justin Hunt, Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:
1. CP-23-0023 Att 1 Mac Haik Quick Lane Concept Plan & Prelim Plat
2. CP-23-0023 Att 2 Location Map - Mac Haik Quick Lane

MAC HAIK QUICK LANE

CONCEPT PLAN & PRELIMINARY PLAT

PROJECT # CP-23-0023

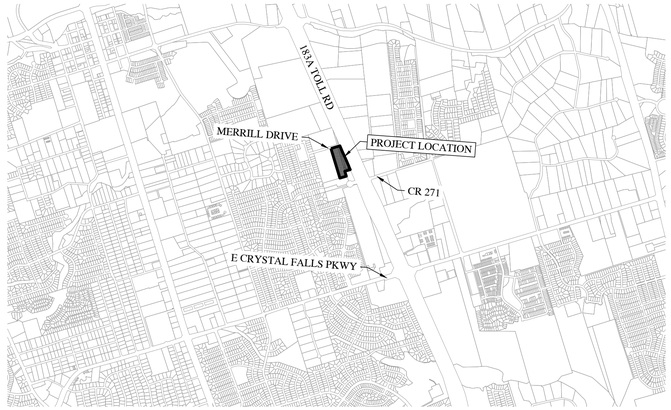
FILING DATE: 08/02/2023

OWNER:
MH LEANDER REALTY, LLC
11750 KATY FWY STE 1300
HOUSTON, TEXAS 77079-1267
P: (281) 979-2520

DEVELOPER:
MAC HAIK AUTOMOTIVE GROUP
1033 KAY FREEWAY
HOUSTON, TEXAS 77024
CONTACT: SCOTT HARTLEY
P: (281) 979-2520
E: SHARTLEY@MACHAIK.NET

ENGINEER:
GOODE FAITH ENGINEERING, LLC
1620 LA JAITA DR. SUITE 300
CEDAR PARK, TEXAS 78613
CONTACT: ANTHONY H. GOODE, PE 97263
P: (972) 822-1682
E: ANTHONY@GOODEFAITHENG.COM

SURVEYOR:
FOREST SURVEYING & MAPPING CO.
102 ASH ST.
GEORGETOWN, TEXAS 78626
CONTACT: WILLIAM F. FOREST. RPLS 1847
P: (512) 930-5927
E: FORRESTSASSER@FOREST SURVEYING.COM



Sheet List Table	
Sheet Number	Sheet Title
1	COVER
2	CONCEPT PLAN
3	EXISTING CONDITIONS
4	PRELIMINARY PLAT
5	OVERALL IMPROVEMENTS PLAN
6	WATER IMPROVEMENTS PLAN
7	WASTEWATER IMPROVEMENTS PLAN
8	DRAINAGE PLAN
9	TREE PROTECTION PLAN (1 of 2) (TREE SURVEY)
10	TREE PROTECTION PLAN (2 of 2) (TREE TABLE)

PLAN SUBMITTAL/REVIEW LOG

1ST SUBMITTAL TO CITY	08/02/2023
2ND SUBMITTAL TO CITY	08/12/2023
3RD SUBMITTAL TO CITY	10/03/2023
4TH SUBMITTAL TO CITY	10/17/2023
5TH SUBMITTAL TO CITY	10/31/2023
6TH SUBMITTAL TO CITY	11/13/2023

PROJECT INFORMATION	
SITE DATA:	
LOCATION	CORNER MERRILL DR & 183A FRONTAGE RD
ZONING	GC-3-A (GENERAL COMMERCIAL)
TOTAL ACREAGE	5.725 ACRES (249,381 SF)
TOTAL LOTS	1
LOT 1 LAND USE	COMMERCIAL
FUTURE LAND USE CATEGORY	MULTI-USE CORRIDOR - PRIORITY CORRIDOR

GENERAL PLAT NOTES:
1. THIS SUBDIVISION IS WHOLLY CONTAINED WITHIN THE CURRENT CORPORATE LIMITS OF THE CITY OF LEANDER, TEXAS.
2. NO LOT IN THIS SUBDIVISION SHALL BE OCCUPIED UNTIL CONNECTED TO THE CITY OF LEANDER WATER DISTRIBUTION AND WASTEWATER COLLECTION FACILITIES.
3. A BUILDING PERMIT IS REQUIRED FROM THE CITY OF LEANDER PRIOR TO CONSTRUCTION OF ANY BUILDING OR SITE IMPROVEMENTS ON ANY LOT IN THIS SUBDIVISION.
4. NO BUILDINGS, FENCES, LANDSCAPING OR OTHER STRUCTURES ARE PERMITTED WITHIN DRAINAGE EASEMENTS SHOWN EXCEPT AS APPROVED BY THE CITY OF LEANDER PUBLIC WORKS DEPARTMENT.
5. PROPERTY OWNER SHALL PROVIDE FOR ACCESS TO DRAINAGE EASEMENTS AS MAY BE NECESSARY AND SHALL NOT PROHIBIT ACCESS BY THE CITY OF LEANDER.
6. ALL EASEMENTS ON PRIVATE PROPERTY SHALL BE MAINTAINED BY THE PROPERTY OWNER OR HIS OR HER ASSIGNS.
7. IN ADDITION TO THE EASEMENT SHOWN HEREON, A TEN (10') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG AND ADJACENT TO ALL RIGHT-OF-WAY AND A TWO AND A HALF (2.5') FOOT WIDE PUBLIC UTILITY EASEMENT IS DEDICATED ALONG ALL SIDE LOT LINES.
8. NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL #48491C0455F FOR WILLIAMSON CO., EFFECTIVE 12/20/2019.
9. BUILDING SETBACKS NOT SHOWN HEREON SHALL COMPLY WITH THE MOST CURRENT ZONING ORDINANCE OF THE CITY OF LEANDER. ADDITIONAL RESIDENTIAL GARAGE SETBACKS MAY BE REQUIRED AS LISTED IN THE CURRENT ZONING ORDINANCE.
10. SIDEWALKS ARE BE INSTALLED ON BOTH SIDES OF MERRELL DRIVE AND THE SUBDIVISION SIDE OF HWY183. THOSE SIDEWALKS NOT ABUTTING A RESIDENTIAL, COMMERCIAL OR INDUSTRIAL LOT (INCLUDING SIDEWALKS ALONG STREET FRONTAGES OF LOTS PROPOSED FOR SCHOOLS, CHURCHES, PARK LOTS, DETENTION LOTS, DRAINAGE LOTS, LANDSCAPE LOTS, OR SIMILAR LOTS), SIDEWALKS ON ARTERIAL STREETS TO WHICH ACCESS IS PROHIBITED, SIDEWALKS ON DOUBLE FRONTAGE LOTS ON THE SIDE TO WHICH ACCESS IS PROHIBITED, AND ALL SIDEWALKS ON SAFE SCHOOL ROUTES SHALL BE INSTALLED WHEN THE ADJOINING STREET IS CONSTRUCTED.
11. ALL UTILITY LINES MUST BE LOCATED UNDERGROUND.

NON-RESIDENTIAL & MULTI-FAMILY PLAT NOTES:
1. ALL DRIVE LANES, FIRE LANES, AND DRIVEWAYS WITHIN THIS SUBDIVISION SHALL PROVIDE FOR RECIPROCAL ACCESS FOR INGRESS AND EGRESS TO ALL OTHER LOTS WITHIN THE SUBDIVISION AND TO ADJACENT PROPERTIES.
2. TRAFFIC IMPACT ANALYSIS NOTE: AT THE TIME OF SITE DEVELOPMENT PERMIT, THE APPLICANT WILL PROVIDE A PAYMENT TO THE CITY IN LIEU OF A TRAFFIC IMPACT ANALYSIS (TIA), UNLESS A TIA FOR THE ENTIRE DEVELOPMENT INDICATES THAT AVERAGE DAILY TRIPS ARE ESTIMATED BELOW 2,000.

SCALE: 1"=2000'
0 2000 4000

GOODE FAITH ENGINEERING
CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE
COVER

REVISON #	DESCRIPTION	APPROVAL
1.		
2.		
3.		
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5.		
6.		

STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER

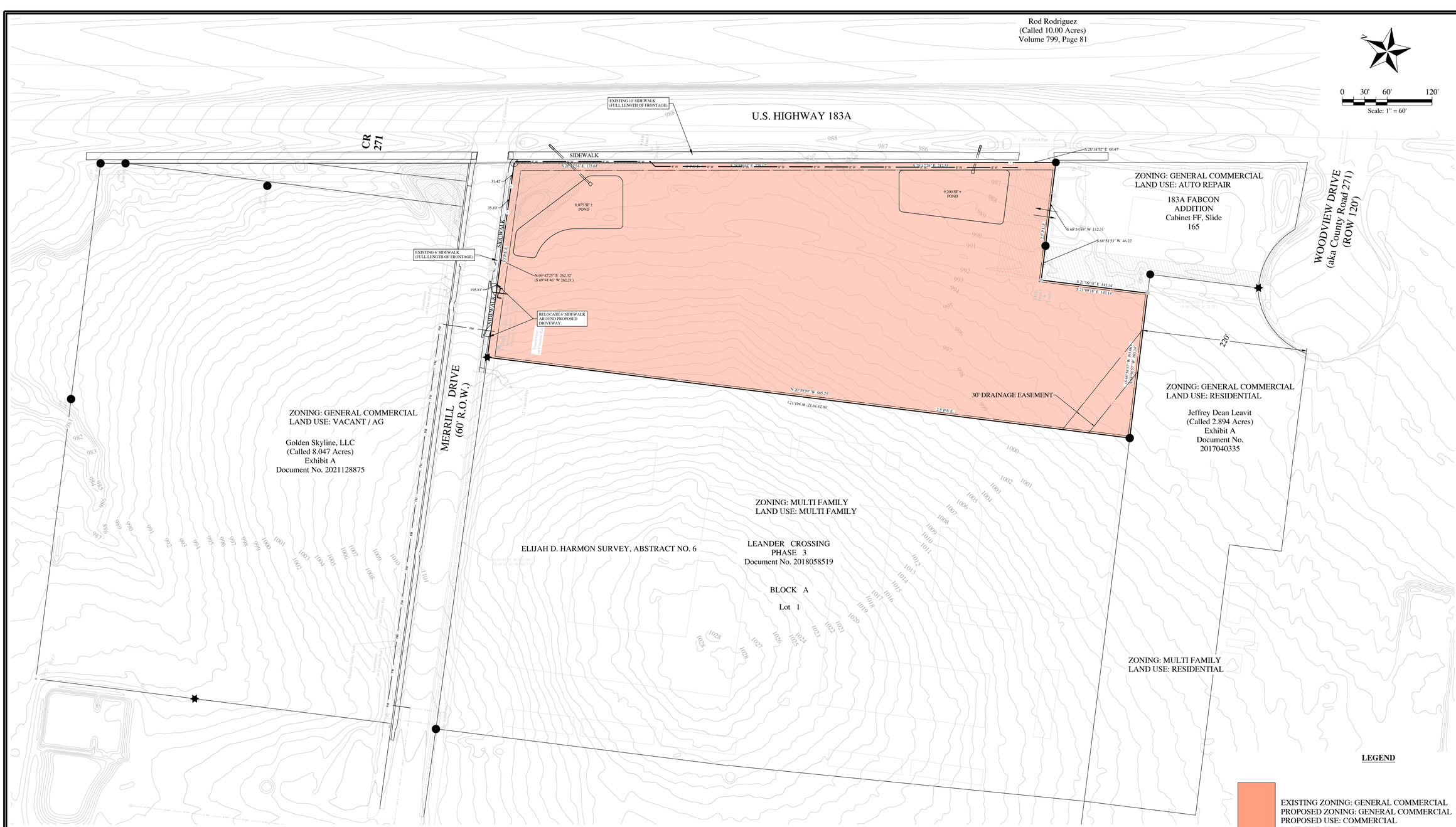
SUBMITTED BY:

11-13-23

ANTHONY GOODE, P.E. DATE
GOODE FAITH ENGINEERING, LLC.
TBPE FIRM NO. F-22664
1620 LA JAITA DR. STE 300
CEDAR PARK, TX 78613
P: (972)822-1682

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

DRAWN BY	DATE
BLB	11/13/2023
CHECKED BY	PROJECT NO.
AHG	23-008.0



ITE Trip Gen Manual 11th Edition	ITE Code	Size (sqft)	Saturday Total	Weekday Total	Weekday Peak AM	Weekday Peak PM
Automobile Care Center	942	15,500	368	368	45	48
Tire Store (TBD)	848	10,000		277	36	37
Warehousing (TBD)	150	12,000	2	57	30	22
General Office Building (TBD)	710	4,000	9	71	11	11
Retail (TBD)	822	10,000		545	76	132
Qual Tech Automobile Care Center	942	6,000	142	142	30	36
Total		57,500	521	1,460	**228**	**286**

Anticipate a maximum square footage of 46,000 (6,000 existing, 15,500 proposed with this development phase)

TBD numbers are based on options that may not be applicable.

Utility Calcs			
Proposed Building Use	**Units**	**Lue Conversion**	**LUE**
Office (Square Feet of Floor)	18,500	1 LUE/3000 SF	6.17
Office Warehouse (Square Feet of Floor)	18,500	1 LUE/4000 SF	4.63
Retail; Shopping Center (Square Feet of Floor)	7,500	1 LUE/1660 SF	4.52
Restaurant/Cafeteria (Squre Feet of Floor)	2,000	1 LUE/200 SF	10.00
Office (Square Feet of Floor)	2,000	1 LUE/3000 SF	0.67
Office Warehouse (Square Feet of Floor)	12,400	1 LUE/4000 SF	3.10
Retail; Shopping Center (Square Feet of Floor)	3,000	1 LUE/1660 SF	1.81
	63,900	Total LUEs	30.88

NOTES:
1) NO PORTION OF THIS TRACT IS WITHIN A FLOOD HAZARD AREA AS SHOWN ON THE FLOOD INSURANCE RATE MAP PANEL #48491C0455F FOR WILLIAMSON CO., EFFECTIVE 12/20/2019.

LEGEND

EXISTING ZONING: GENERAL COMMERCIAL
PROPOSED ZONING: GENERAL COMMERCIAL
PROPOSED USE: COMMERCIAL
LAND USE: VACANT / AG

EXISTING EASEMENTS

EXISTING MAJOR CONTOUR

EXISTING MINOR CONTOUR

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021
CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

CONCEPT PLAN

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

CHECKED BY
AHG

REVISIONS

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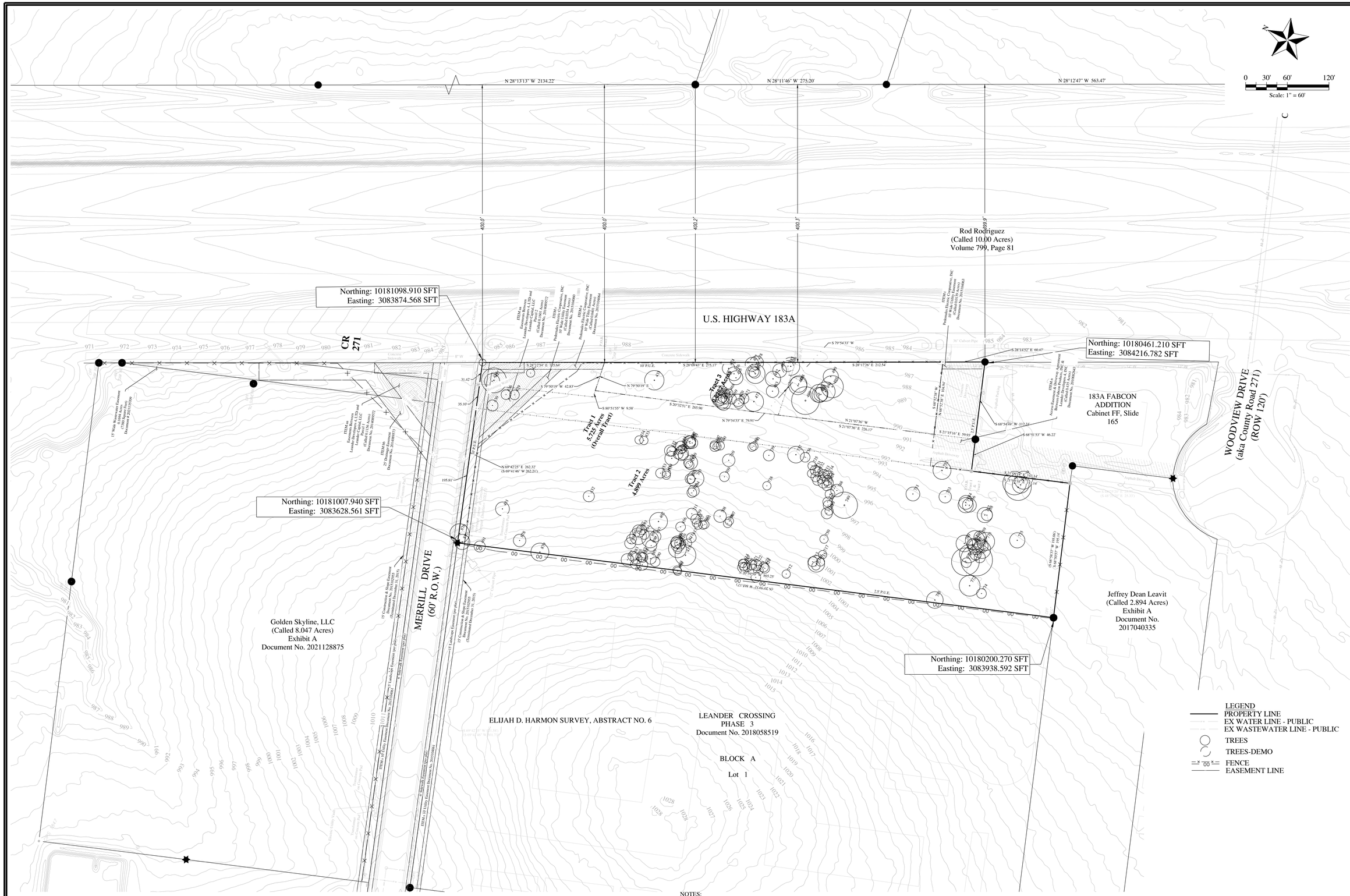
STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23



NOTES:
1) EXISTING BUILDINGS AND PONDS IN ADJACENT TRACTS ARE FROM AVAILABLE MAP INFORMATION.
2) SUB WATERSHED: SOUTH BRUSHY CREEK-BRUSHY CREEK
WATERSHED: TURKEY CREEK-BRUSHY CREEK
3) PLEASE SEE DRAINAGE PLAN (SHEET 6) FOR EXISTING DRAINAGE AREA

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021
CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

EXISTING CONDITIONS

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

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AHG

REVISIONS

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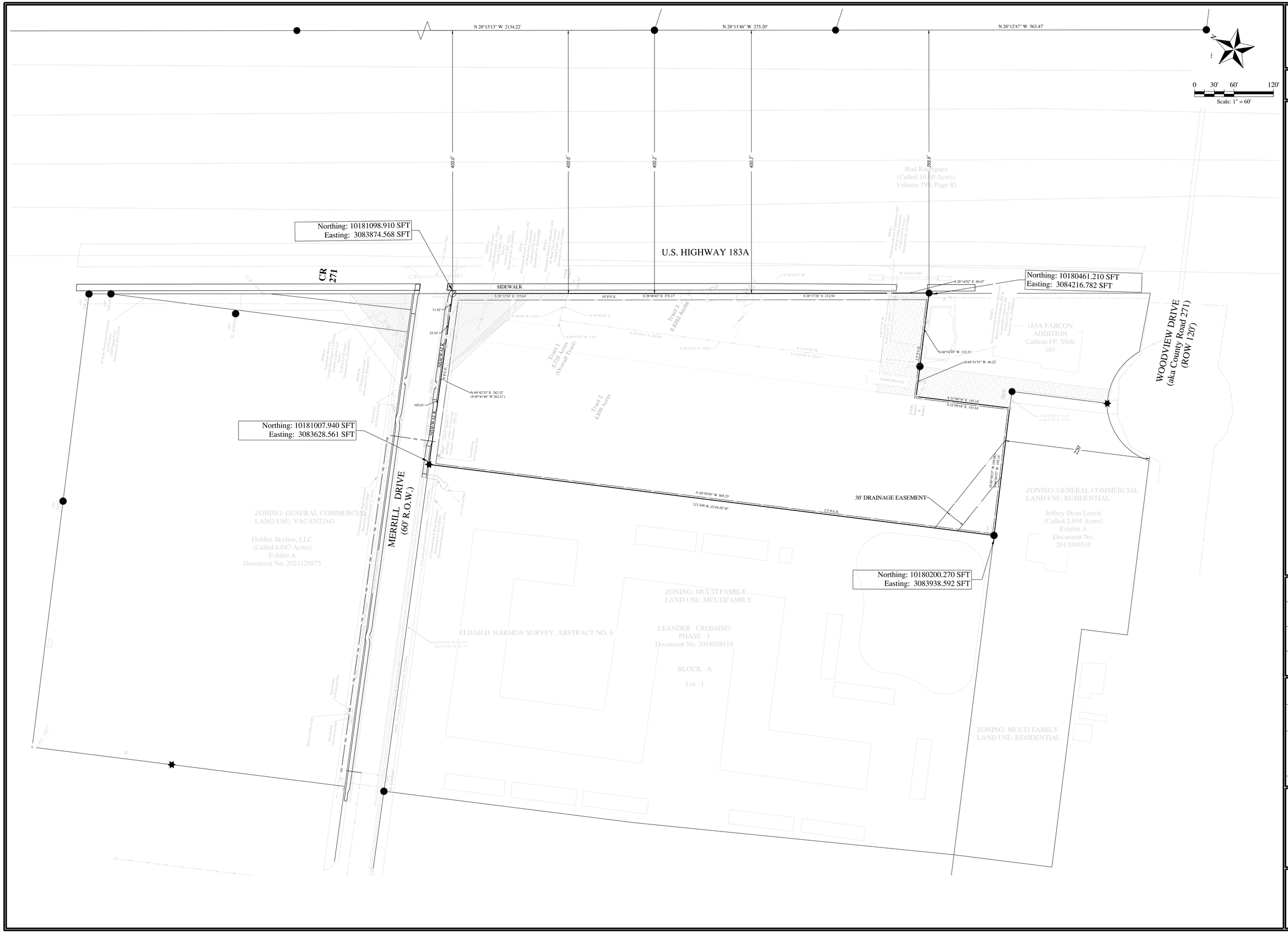
STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23

3 OF 10



GOODE FAITH ENGINEERING
EST. 2021

CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

PRELIMINARY PLAT

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

CHECKED BY
AHG

REVISIONS

NO.	DESCRIPTION	ENGINEERED BY	APPROVAL DATE
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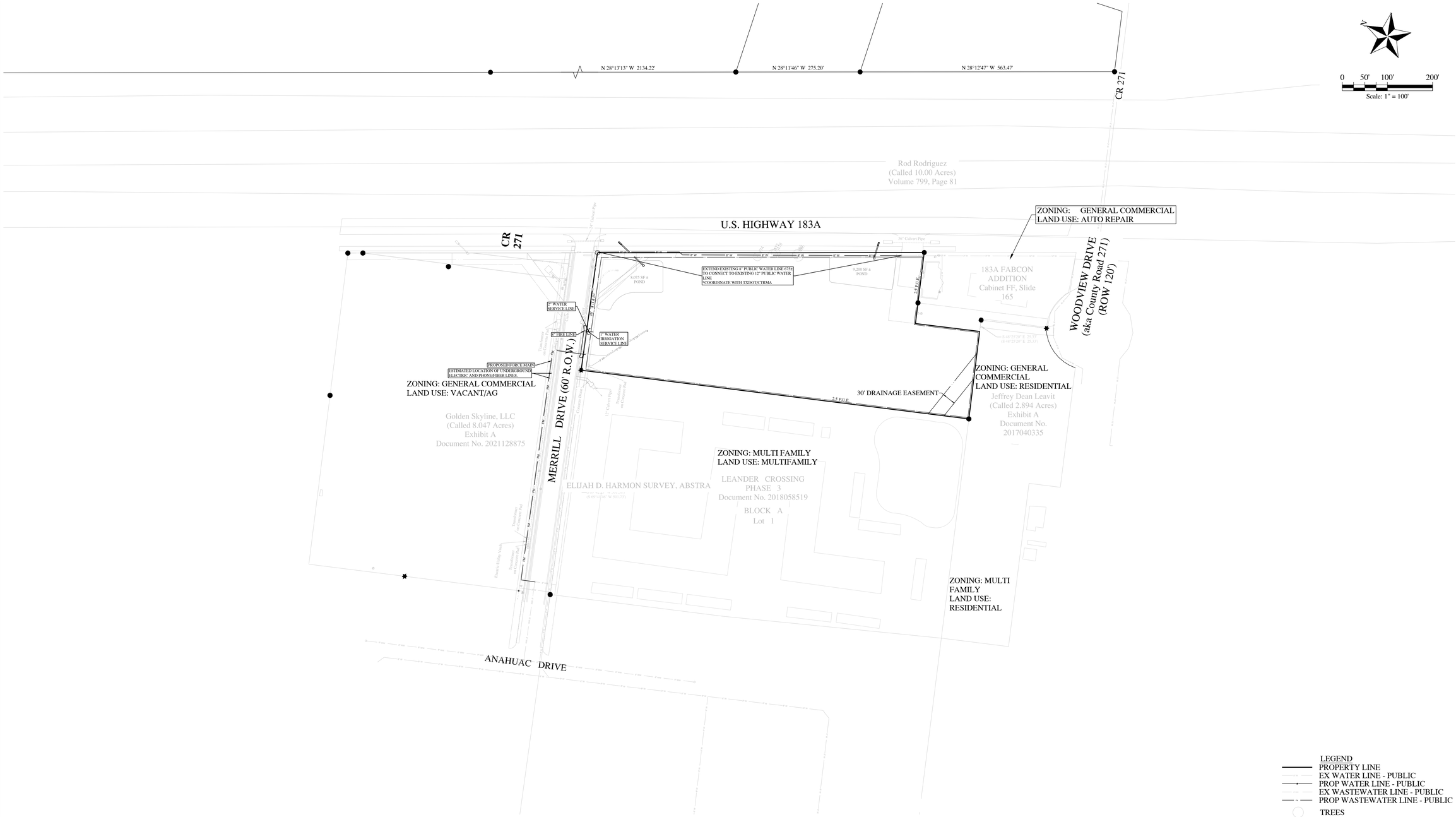
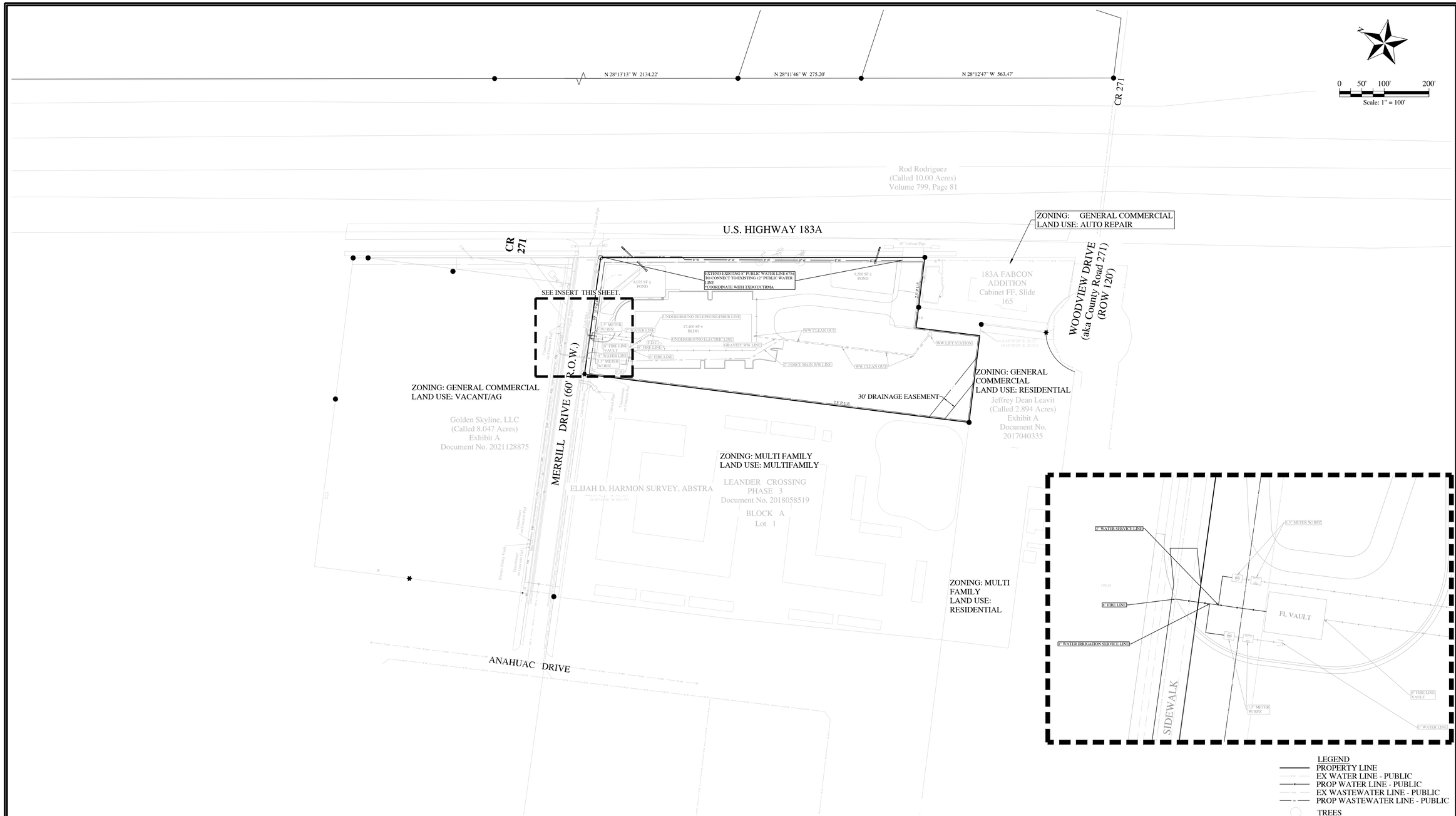
STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23


N 28°13'13" W 2134.22'
N 28°11'46" W 275.20'
N 28°12'47" W 563.47'
CR 271
U.S. HIGHWAY 183A
CR 271
MERRILL DRIVE (60' R.O.W.)
WOODVIEW DRIVE (aka County Road 271) (ROW 120')
ANAHUAC DRIVE
Rod Rodriguez (Called 10.00 Acres) Volume 799, Page 81
ZONING: GENERAL COMMERCIAL
LAND USE: AUTO REPAIR
183A FABCON ADDITION Cabinet FF, Slide 165
EXTEND EXISTING 6" PUBLIC WATER LINE 675± TO CONNECT TO EXISTING 12" PUBLIC WATER LINE **COORDINATE WITH TXDOT/CTRMA
8,075 SF ± POND
9,200 SF ± POND
5" WATER SERVICE LINE
6" FIRE LINE
1" WATER IRRIGATION SERVICE LINE
PROPOSED FORCE MAIN
ESTIMATED LOCATION OF UNDERGROUND ELECTRIC AND PHONE/FIBER LINES.
ZONING: GENERAL COMMERCIAL
LAND USE: VACANT/AG
Golden Skyline, LLC (Called 8.047 Acres) Exhibit A Document No. 2021128875
30' DRAINAGE EASEMENT
25' P.U.E.
ZONING: GENERAL COMMERCIAL
LAND USE: RESIDENTIAL
Jeffrey Dean Leavit (Called 2.894 Acres) Exhibit A Document No. 2017040335
ZONING: MULTI FAMILY
LAND USE: MULTIFAMILY
LEANDER CROSSING PHASE 3 Document No. 2018058519 BLOCK A Lot 1
ELIJAH D. HARMON SURVEY, ABSTRA
ZONING: MULTI FAMILY
LAND USE: RESIDENTIAL
36" Culvert Pipe
12" Culvert Pipe
Transformer on Concrete Pad
Power Poles Typ.
Overhead Electric Lines
Concrete Median
Curb Inlet
Fire Hydrant
Water Valve
Sanitary Sewer Manhole
Sanitary Sewer Line
Gas Line
Gas Meter
Gas Valve
Telephone Pedestal
Telephone Line
Electric Line
Electric Meter
Electric Pedestal
Electric Transformer
Electric Vault
Fiber Optic Line
Fiber Optic Vault
Fiber Optic Pedestal
Fiber Optic Marker
Fiber Optic Manhole
Fiber Optic Handhole
Fiber Optic Cabinet
Fiber Optic Transformer
Fiber Optic Meter
Fiber Optic Valve
Fiber Optic Pad
Fiber Optic Box



Utility Calcs			
Proposed Building Use	**Units**	**Lue Conversion**	**LUE**
Office (Square Feet of Floor)	18,500	1 LUE/3000 SF	6.17
Office Warehouse (Square Feet of Floor)	18,500	1 LUE/4000 SF	4.63
Retail; Shopping Center (Square Feet of Floor)	7,500	1 LUE/1660 SF	4.52
Restaurant/Cafeteria (Squre Feet of Floor)	2,000	1 LUE/200 SF	10.00
Office (Square Feet of Floor)	2,000	1 LUE/3000 SF	0.67
Office Warehouse (Square Feet of Floor)	12,400	1 LUE/4000 SF	3.10
Retail; Shopping Center (Square Feet of Floor)	3,000	1 LUE/1660 SF	1.81
	63,900	Total LUEs	30.88

Water Flow	LUE	Persons	Gal/Day/LUE	Flow (GPM)
Avg Day Demand	30.88	104	268.88	**5.8**
Peak Day Demand			635.9	**13.6**
Peak Hour Demand			1194.53	**25.6**
Fire Flow Demand				**1500.0**

*1 LUE = 3.36 Persons

Per Model From K Friese + Associates	
Minimum Pressure =	61 psi (1,132 HGL)
Maximum Pressure =	69 psi (1,150 HGL)
Fire Flow Available =	1,819 gpm at 20 psi residual

LEGEND
- PROPERTY LINE
- EX WATER LINE - PUBLIC
- PROP WATER LINE - PUBLIC
- EX WASTEWATER LINE - PUBLIC
- PROP WASTEWATER LINE - PUBLIC
- TREES
- FENCE
- EASEMENT LINE

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021

CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

WATER IMPROVEMENTS PLAN

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

CHECKED BY
AHG

REVISIONS

NO.	DESCRIPTION	ENGINEERED BY	APPROVAL DATE
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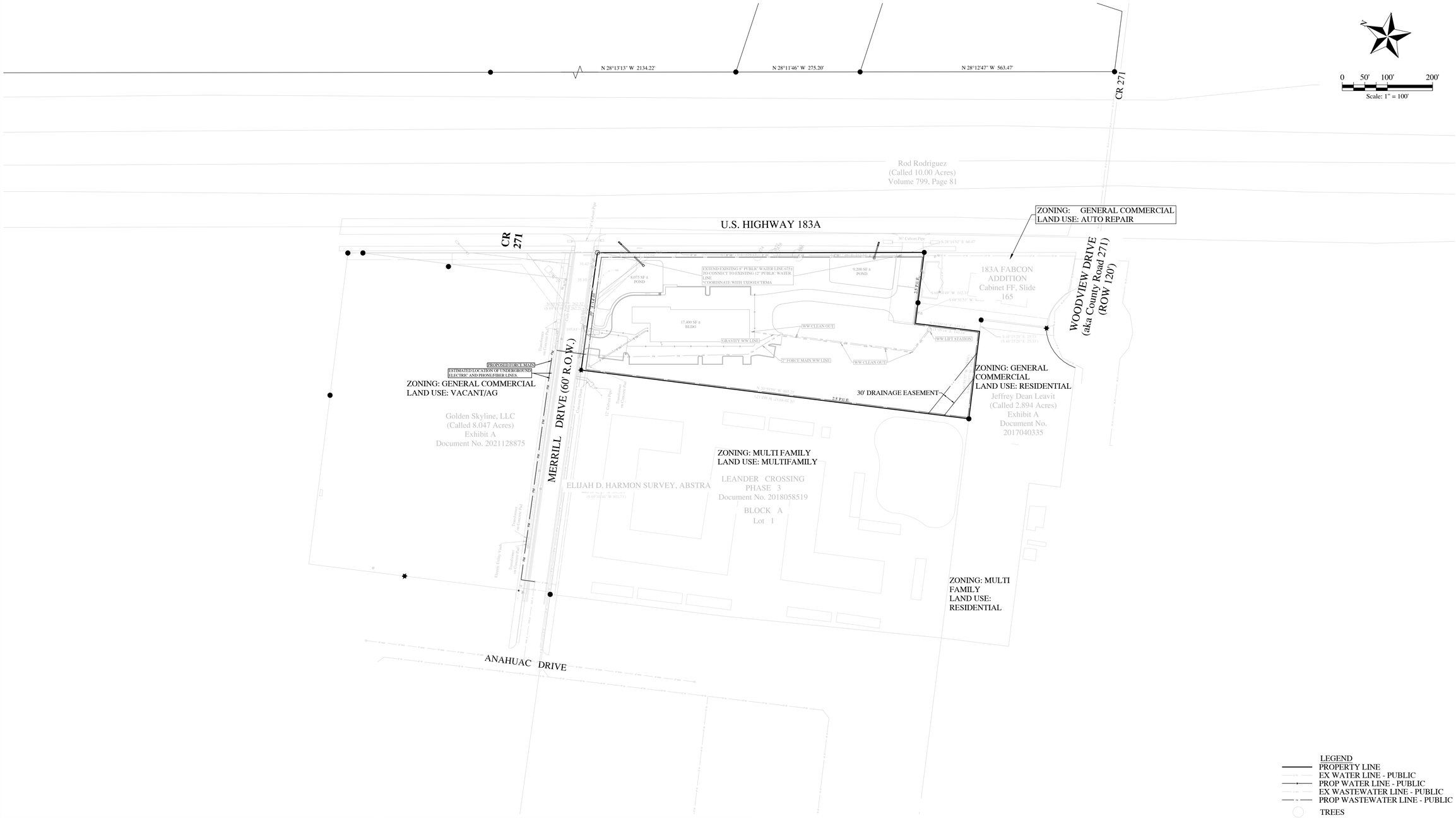
STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23

6 OF 10



Utility Calcs			
Proposed Building Use	**Units**	**Lue Conversion**	**LUE**
Office (Square Feet of Floor)	18,500	1 LUE/3000 SF	6.17
Office Warehouse (Square Feet of Floor)	18,500	1 LUE/4000 SF	4.63
Retail; Shopping Center (Square Feet of Floor)	7,500	1 LUE/1660 SF	4.52
Restaurant/Cafeteria (Squre Feet of Floor)	2,000	1 LUE/200 SF	10.00
Office (Square Feet of Floor)	2,000	1 LUE/3000 SF	0.67
Office Warehouse (Square Feet of Floor)	12,400	1 LUE/4000 SF	3.10
Retail; Shopping Center (Square Feet of Floor)	3,000	1 LUE/1660 SF	1.81
	63,900	Total LUEs	30.88

Wastewater	**LUE**	**Persons**	**GPD/Person**	**Total (GPM)**
Avg Dry Weather	30.88	86	70.0	**4.2**
Peak Dry Weather*			280.0	**16.8**
* Peak Flow Factor per City of Austin Formula:	4.00			
			ACRES	**GPM**
Inflow and Infiltration (I&I) = 750 gal/acre				**0.0**
Peak Wet Weather = Peak Dry Weather + I&I				**16.8**

*1 LUE = 2.8 Persons

LEGEND
- PROPERTY LINE
- EX WATER LINE - PUBLIC
- PROP WATER LINE - PUBLIC
- EX WASTEWATER LINE - PUBLIC
- PROP WASTEWATER LINE - PUBLIC
- TREES
- FENCE
- EASEMENT LINE

0 50' 100' 200'
Scale: 1" = 100'

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021

CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

WASTEWATER IMPROVEMENTS PLAN

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

CHECKED BY
AHG

REVISIONS

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STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED PROFESSIONAL ENGINEER
11-13-23

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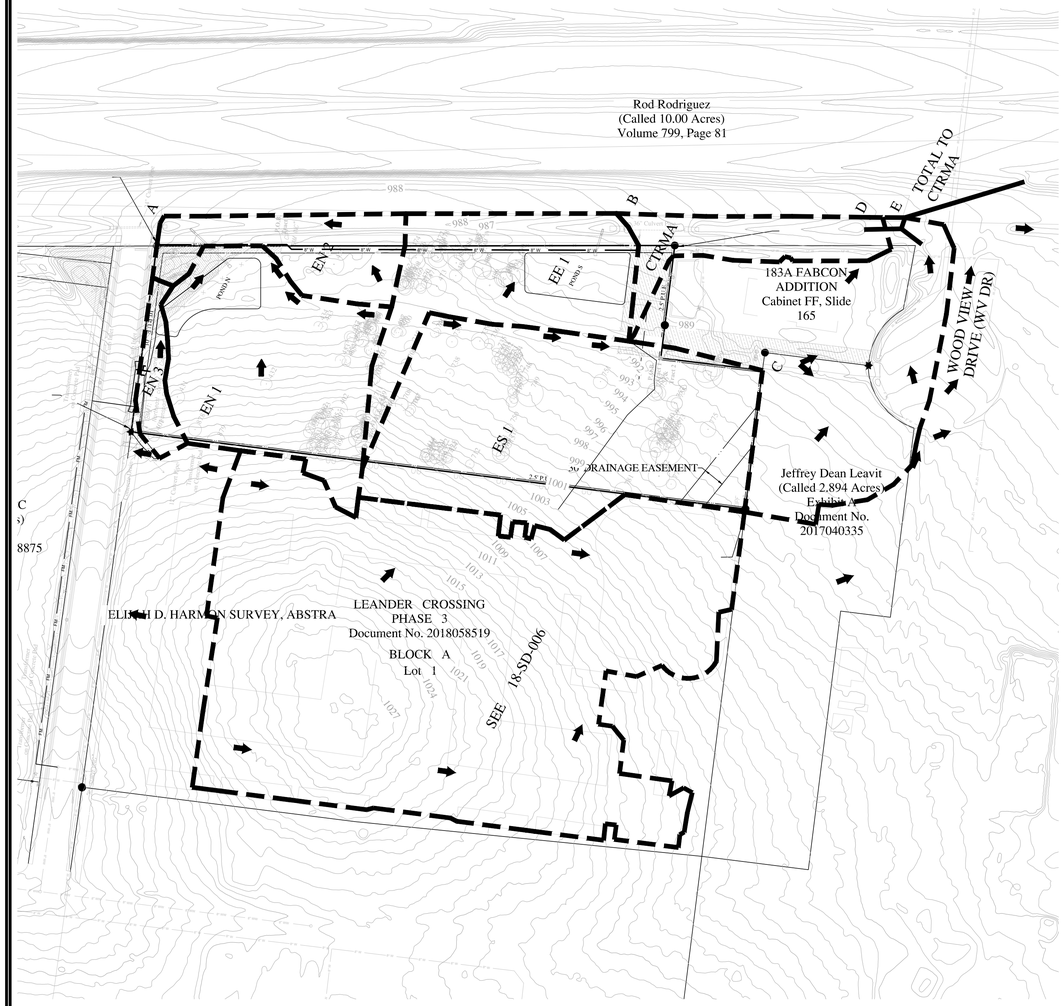
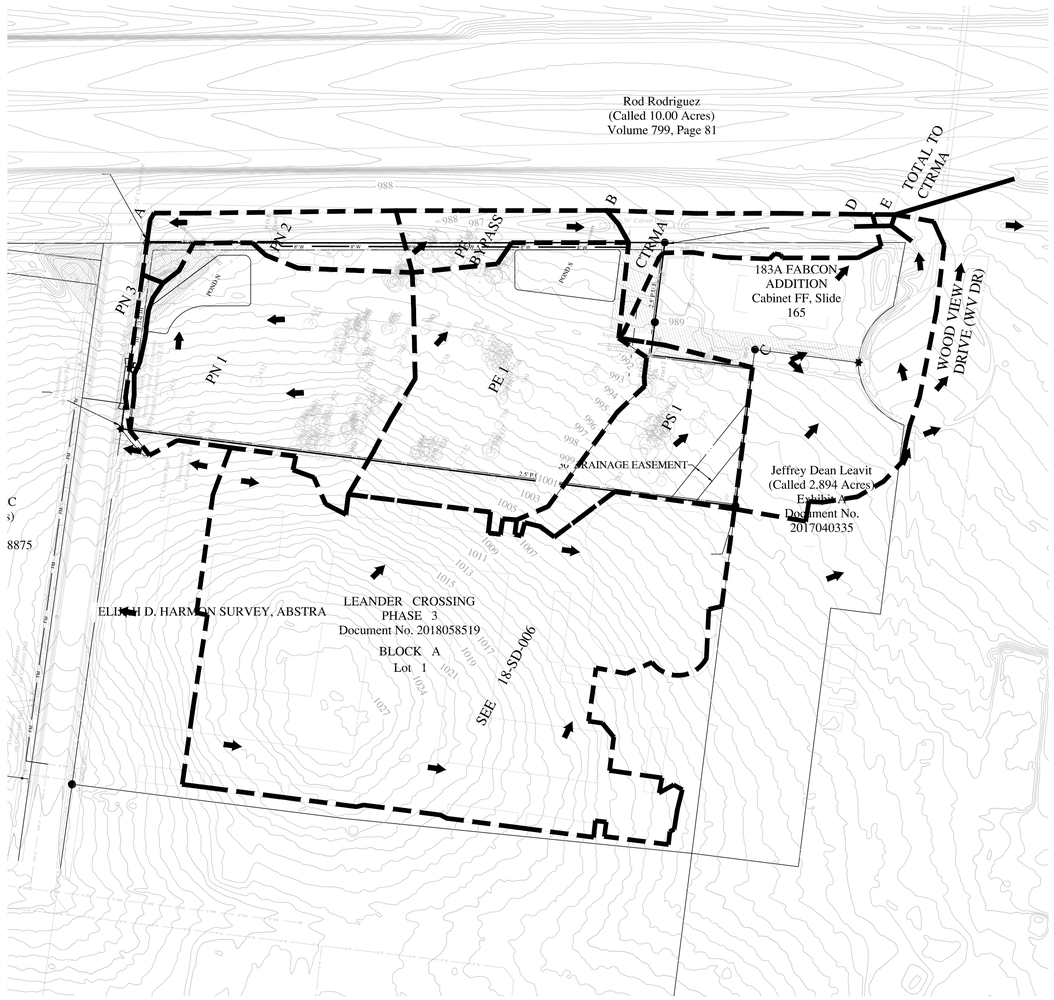
EXISTING DRAINAGE AREA MAP



PROPOSED DRAINAGE AREA MAP



0 50' 100' 200'

Scale: 1" = 100'

DRAINAGE CALCULATIONS (EXISTING)

DESIGN POINT	DRAINAGE AREA	ACRES	Tc (MIN)	Lag Time	Curve Number	Impervious Cover (%)	Q (2YR) (CFS)	Q (10YR) (CFS)	Q (25YR) (CFS)	Q (100YR) (CFS)
A	EN 1	1.73	5.0	3.0	84.0	0.0%	6.8	12.2	15.9	22.2
A	EN 2	0.69	5.0	3.0	84.0	11.6%	2.9	5	6.4	8.9
A	EN 3	0.21	5.0	3.0	84.0	0.0%	0.8	1.5	1.9	2.7
A TOTAL		2.63					10.5	18.7	24.3	33.8
B	EE 1	1.34	5.0	3.0	84.0	5.5%	5.4	9.6	12.4	17.3
B TOTAL		1.34					5.4	9.6	12.4	17.3
C	ES 1	2.89	5.0	3.0	84.0	1.2%	0	0	0	0
C	18-SD-006*	6.78	5.0	3.0			11.5	20.5	26.6	37.1
C TOTAL		9.67					11.5	20.5	26.6	37.1
D	CTRMA	0.55	5.0	3.0		27.8%	2.4	4.1	5.2	7.2
D TOTAL	INCLUDES C	10.22	5.0	3.0			13.3	20.5	25.5	34.1
E	WV DR	2.51	5.0	3.0		80.0%	7.8	13.7	17.7	24.5
E TOTAL	INCLUDES C & D	12.73	10.0	6.0	84.0		32.6	54.7	69.8	95.7
*	Taken from record drawings pond discharge						26.8	47.9	62.4	87

DRAINAGE CALCULATIONS (PROPOSED)

DESIGN POINT	DRAINAGE AREA	ACRES	Tc (MIN)	Lag Time	Curve Number	Impervious Cover (%)	Q (2YR) (CFS)	Q (10YR) (CFS)	Q (25YR) (CFS)	Q (100YR) (CFS)
A	PN 1	2.34	5.0	3.0	84.0	65.0%	11.8	18.7	23.4	31.5
	POND N						3.7	13.1	18.7	26.1
	WS Elevation									
A	PN 2	0.58	5.0	3.0	84.0	13.8%	2.4	4.2	5.4	7.5
A	PN 3	0.07	5.0	3.0	84.0	30.0%	0.3	0.5	0.7	0.9
A TOTAL		2.99					4.7	16.7	23.9	33.6
B	PE 1	2.47	5.0	3.0	84.0	65.0%	12.5	19.7	24.7	33.2
	POND S						2.3	6.3	9.7	15.7
	WS Elevation									
B	PE1 Bypass	0.42	5.0	3.0	84.0	17.6%	3.1	3.1	4	5.5
B TOTAL		2.89					3	7.5	11.6	17.3
C	PS 1	0.99	5.0	3.0	84.0	1.4%	11.5	20.5	26.6	37.1
C	18-SD-006*	6.78					20.5	20.5	20.5	20.5
C TOTAL		7.77					11.5	20.5	26.6	37.1
D	CTRMA	0.55	5.0	3.0	84.0	27.8%	2.4	4.1	5.2	7.2
D TOTAL	INCLUDES C	8.32	5.0	3.0			5.5	10.8	15.9	24.9
E	WV DR	2.51	5.0			80.0%	13.3	20.5	25.5	34.1
E TOTAL	INCLUDES C & D	10.83	5.0	3.0	84.0		30.3	51.2	67.3	95.2

LEGEND	
———	PROPERTY LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
———	PROPOSED MAJOR CONTOUR
———	PROPOSED MINOR CONTOUR
- - -	PROPOSED DRAINAGE AREA BOUNDRY
- - -	EXISTING DRAINAGE AREA BOUNDRY
PE 1	DRAINAGE AREA DESIGNATION
➡	FLOW ARROW

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021

CIVIL ENGINEERING AND PLANNING
(972) 822 - 1652
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

DRAINAGE PLAN

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

CHECKED BY
AHG

REVISIONS

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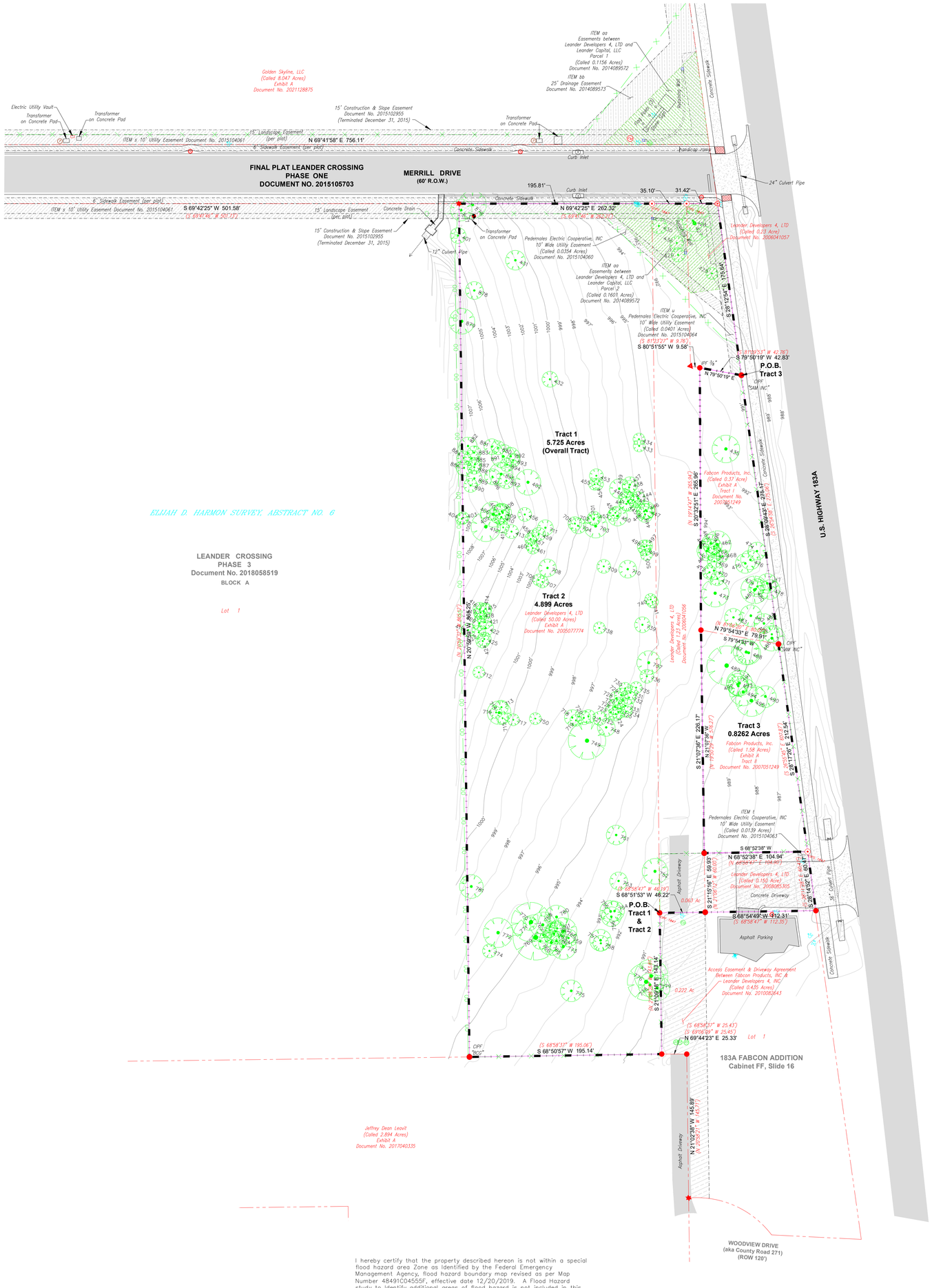
STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23

8 OF 10

TOPOGRAPHY AND TREE SURVEY
FOR MAC HAIK
Tract 1 - 5.725 Acres all of Tract 2 and Tract 3
Tract 2 - 4.899 Acres
Leander Developers 4, LTD
Document Nos. 200507774, 200604156, 2006041057 & 20008085305
Tract 3 - 0.8262 Acres
Fabcon Products, LTD
Tract I &Tract II, Document No. 2007051249
Situated in the Elijah D. Harmon Survey, Abstract No. 6
Williamson County, Texas
U.S. Highway 183A, Leander



0 50 100 Feet

SCALE: 1" = 50'

Note:
The bearing basis for this survey is the State Plane Coordinate System
NAD83, Texas Central Zone, (4203)
GEOID: 18
DATUM: NAVD88
CONVERGENCE: 1°17'16.35"
COMBINED SCALE FACTOR: 0.99996501
All distances shown hereon are surface values, based on a grid to surface combined scale factor of 1.00013501

LEGEND

- 1/2" IRON PIN FOUND (STEEL PIN)
- CAPPED IRON PIN SET "FOREST RPLS 1847"
- CAPPED IRON PIN FOUND "FOREST RPLS 1847"
- NAIL SET/WASHER "FOREST RPLS 1847"
- NAIL FOUND/WASHER "FOREST RPLS 1847"
- NAIL SET
- 60D NAIL FOUND
- CAPPED IRON PIN FOUND
- COTTON GIN SPINDLE FOUND
- COTTON GIN SPINDLE SET
- TXDOT TYPE I CONCRETE MARKER
- TXDOT TYPE II BRONZE MONUMENT
- TXDOT TYPE III CIPF
- FENCE CORNER POST
- SQUARE BAR/PIN
- POINT SUBMERGED UNDERWATER
- BENCHMARK MONUMENT (COTTON SPINDLE SET)
- PROPANE TANK
- GAS METER
- STORMWATER MANHOLE
- CABLE TV PEDESTAL
- FIBER OPTIC MARKER
- TELEPHONE PEDESTAL
- GUY WIRE
- LIGHT STANDARD
- WASTEWATER CLEANOUT
- WASTEWATER MANHOLE
- ELECTRIC BOX
- WATER VALVE
- ICV WATER VALVE
- WATER METER
- TELEPHONE LINE
- CABLE TV
- FIBER OPTIC CABLE
- WIRE FENCE (approximate location)
- CHAINLINK FENCE (approximate location)
- METAL FENCE (approximate location)
- SURVEY/ABSTRACT LINES
- TRACT LINES
- BOUNDARY LINES

( ) Denotes Record Information

All document references are in Williamson County, Texas
O.P.R.W.C.T. Official Public Records of Williamson County, Texas
P.R.W.C.T. Plat Records of Williamson County, Texas
D.R.W.C.T. Deed Records of Williamson County, Texas

I hereby certify that the property described hereon is not within a special flood hazard area Zone as identified by the Federal Emergency Management Agency, flood hazard boundary map revised as per Map Number 48491C0455SF, effective date 12/20/2019. A Flood Hazard study to identify additional areas of flood hazard is not included in this survey.

I, The undersigned does hereby certify that this survey was made on the ground of the property legally described hereon, under my supervision. This plat is correct to the best of my knowledge and belief and identifies any evidence of utilities, boundary line conflicts, shortages in area, protrusions, intrusions, and overlapping of significant improvements. This property abuts a public roadway, except as shown hereon.

Survey Date May 05, 2023
197 TREES LOCATED

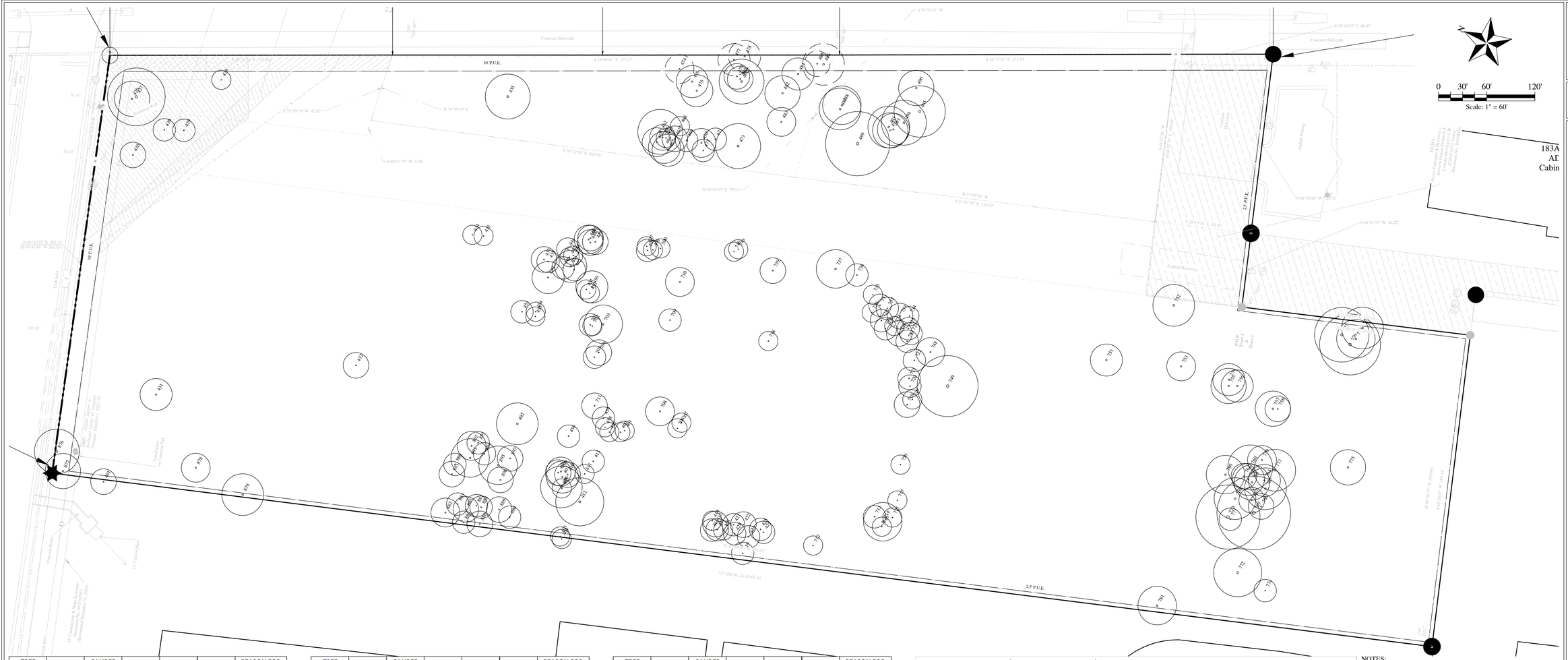
William F. Forest, Jr. R.P.L.S. 1847

STATE OF TEXAS
WILLIAM FOREST, JR.
1847
REGISTERED
LAND SURVEYOR

Forest Surveying & Mapping Company
1002 Ash St. Georgetown, Texas
Phone: 512-930-5927
www.forestsurveying.com
TBPLS FIRM NO.10002000

Surveying Services are regulated by the Texas Board of Professional Engineers and Land Surveyors
1917 S Interstate 35 Austin, TX 78741, US (512) 440-7723

Revision	Drawing Date: May 9, 2023
	Field Book/Page: 160/37
	PP: P:\HAIK
	Dwg: HAIK.dwg
	LO: 183A Toll Road PG 1
	Forest Surveying & Mapping Co. © 2023



TREE NUMBER	TREE TYPE	CALIPER INCHES	REMOVED	PROTECTED	HERITAGE	REASON FOR REMOVAL
402	Live Oak	13''		13''		
406a	Live Oak	9''		9''		
406b	Live Oak	8''		8''		
407	Live Oak	10''		10''		
408	Live Oak	8''		8''		
409	Live Oak	9''		9''		
410	Live Oak	8''		8''		
412	Live Oak	12''		12''		
415	Live Oak	8''		8''		
422	Live Oak	10''		10''		
426	Live Oak	8''		8''		
427	Live Oak	10''		10''		
430	AMER PLUM	8''		8''		
431	Live Oak	10''		10''		
432	Live Oak	8''		8''		
437	Live Oak	8''		8''		
447	Live Oak	8''		8''		
448	Live Oak	8''		8''		
449	Live Oak	8''		8''		
462a	Live Oak	10''		10''		
462b	Live Oak	8''		8''		
463	Live Oak	9''		9''		
464	Live Oak	10''		10''		
465	Live Oak	10''		10''		
467	Live Oak	8''		8''		
470	Live Oak	9''		9''		
473	Live Oak	14''		14''		
474	Live Oak	9''	9''			PUB UTIL
475	Live Oak	10''		10''		
476	Live Oak	10''		10''		
477	Live Oak	10''	10''			PUB UTIL
478	Live Oak	10''	10''			PUB UTIL
479	Live Oak	8''		8''		
480	Live Oak	8''		8''		
481	Live Oak	14''		14''		
482	Live Oak	11''		11''		
483	Live Oak	9''		9''		
484	Live Oak	10''		10''		
485	Live Oak	8''	8''			PUB UTIL
486	Live Oak	13''	13''			PUB UTIL
487	Live Oak	13''		13''		
488	Live Oak	12''		12''		
489a	Live Oak	16''		16''		
489b	Live Oak	8''		8''		
490	Live Oak	11''		11''		

TREE NUMBER	TREE TYPE	CALIPER INCHES	REMOVED	PROTECTED	HERITAGE	REASON FOR REMOVAL
491	Live Oak	13''		13''		
492	Live Oak	11''		11''		
493	Live Oak	10''		10''		
494	Live Oak	14''		14''		
495	Live Oak	16''		16''		
496	Live Oak	8''		8''		
703	Live Oak	8''		8''		
704	Live Oak	8''		8''		
710	Live Oak	9''		9''		
711	Live Oak	8''		8''		
714a	Live Oak	8''		8''		
714b	Live Oak	8''		8''		
718	Live Oak	8''		8''		
726	Live Oak	8''		8''		
733	Live Oak	8''		8''		
737a	Live Oak	8''		8''		
737b	Live Oak	8''		8''		
739	Live Oak	8''		8''		
749	Live Oak	12''		12''		
751	Live Oak	10''		10''		
752	Live Oak	13''		13''		
753	Live Oak	9''		9''		
754	Live Oak	10''		10''		
755	Live Oak	8''		8''		
756	Live Oak	10''		10''		
757	Live Oak	11''		11''		
758	Live Oak	8''		8''		
759	Live Oak	9''		9''		
760	Live Oak	14''		14''		
761	Live Oak	8''		8''		
762	Live Oak	10''		10''		
763	Live Oak	11''		11''		
764	Live Oak	10''		10''		
765	Live Oak	13''		13''		
766	Live Oak	8''		8''		
767	Live Oak	8''		8''		
768	Live Oak	13''		13''		
769a	Live Oak	15''		15''		
769b	Live Oak	15''		15''		
770	Live Oak	20''		20''		
772	Live Oak	12''		12''		
773	Live Oak	10''		10''		
775	Live Oak	11''		11''		
776a	Live Oak	13''		13''		
776b	Live Oak	11''		11''		

TREE NUMBER	TREE TYPE	CALIPER INCHES	REMOVED	PROTECTED	HERITAGE	REASON FOR REMOVAL
777a	Live Oak	12''		12''		
777b	Live Oak	9''		9''		
778	Live Oak	12''		12''		
779	Live Oak	13''		13''		
780	Live Oak	12''		12''		
781a	Live Oak	8''		8''		
781b	Live Oak	8''		8''		
876	Live Oak	14''		14''		
877	Live Oak	11''		11''		
878	Live Oak	9''		9''		
879a	Live Oak	9''		9''		
879b	Live Oak	8''		8''		
881	Live Oak	8''		8''		
882	Live Oak	9''		9''		
885	Live Oak	8''		8''		
886	Live Oak	8''		8''		
889	Live Oak	8''		8''		
891	Live Oak	12''		12''		
892	Live Oak	9''		9''		
895	Live Oak	12''		12''		
896	Live Oak	8''		8''		
897	Live Oak	8''		8''		

TREE PRESERVATION PLAN (PUBLIC IMPROVEMENTS)

TREE CALIPER INCHES

TREE SIZE (in caliper inches)	TOTAL INCHES	SAVED INCHES	SAVED INCHES %	REMOVED INCHES	REMOVED INCHES %
8" TO 18"	1105''	1055''	95%	50''	5%
>18" TO 26"	20''	20''	100%	0''	0%
SUBTOTAL 8" TO 26"	1125''	1075''	96%	50''	4%
>26" HERITAGE	0''	0''	N/A	0''	N/A
TOTAL	1125''	1075''	96%	50''	4%

TOTAL TREES

TREE SIZE (in caliper inches)	TOTAL TREES	SAVED TREES	SAVED TREE %	REMOVED TREES	REMOVED TREES %
8" TO 18"	111''	106''	95%	5''	5%
>18" TO 26"	1''	1''	100%	0''	0%
SUBTOTAL 8" TO 26"	112''	107''	96%	5''	4%
>26" HERITAGE	0''	0''	N/A	0''	N/A
TOTAL	112''	107''	96%	5''	4%

MITIGATION PLAN

TREE SIZE (in caliper inches)	>50% REMOVAL	1:1 REPLACEMENT	2:1 REPLACEMENT	3:1 REPLACEMENT	FEES
8" TO 18"	0''	0''	-	-	-
>18" TO 26"	0''	-	0''	-	-
>26" HERITAGE	-	-	-	0''	$0
TOTAL	0''	0''	0''	0''	$0
				Inches Removed w/o Mitigation (TREES 8" TO 18")	50''
				Inches Removed w/o Mitigation (TREES >18" TO 26")	0''

*Mitigation shall be required at a 1:1 caliper inch basis for significant trees between eight (8) and eighteen (18) caliper inches
*Mitigation shall be required at a 2:1 caliper inch basis for significant trees greater than eighteen (18) caliper inches and less than twenty-six (26) caliper inches.
*Mititigation shall be required at a 3:1 caliper inch basis for Heritage Trees and a mitigation fee in the amount of $300.00 per caliper inch removed.
*If payment in lieu of replacement trees is approved by the Planning Director, the fee shall be equal to one hundred fifty dollars ($150) per caliper inch of replacement tree

NOTES:
1. IN THE EVENT OF A CONFLICT WITH TREE REMOVAL/PRESERVATION CALL OUTS ON PLAN SHEET(S) VERSUS TREE REMOVAL/PRESERVATION MATRIX, THE TREE REMOVAL/PRESERVATION MATRIX SHALL APPLY. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY WITH CITY STAFF SHOULD ANY INCONSISTENCY EXIST WITHIN AN APPROVED PLAN SET. NO IN-FIELD CHANGES ARE MADE TO APPROVED PLANS, NO EXCEPTIONS

LEGEND
PROPERTY LINE
WATER LINE
TREES
TREES-DEMO
FENCE
EASEMENT LINE

GOODE FAITH ENGINEERING
STATE OF TEXAS EST. 2021
CIVIL ENGINEERING AND PLANNING
(972) 822 - 1682
TBPE FIRM REGISTRATION NO. F-22664

MAC HAIK QUICK LANE

TREE PROTECTION PLAN (2 of 2) (TREE TABLE)

DATE
11/13/2023

PROJECT NO.
23-008.0

DESIGNED BY
BLB

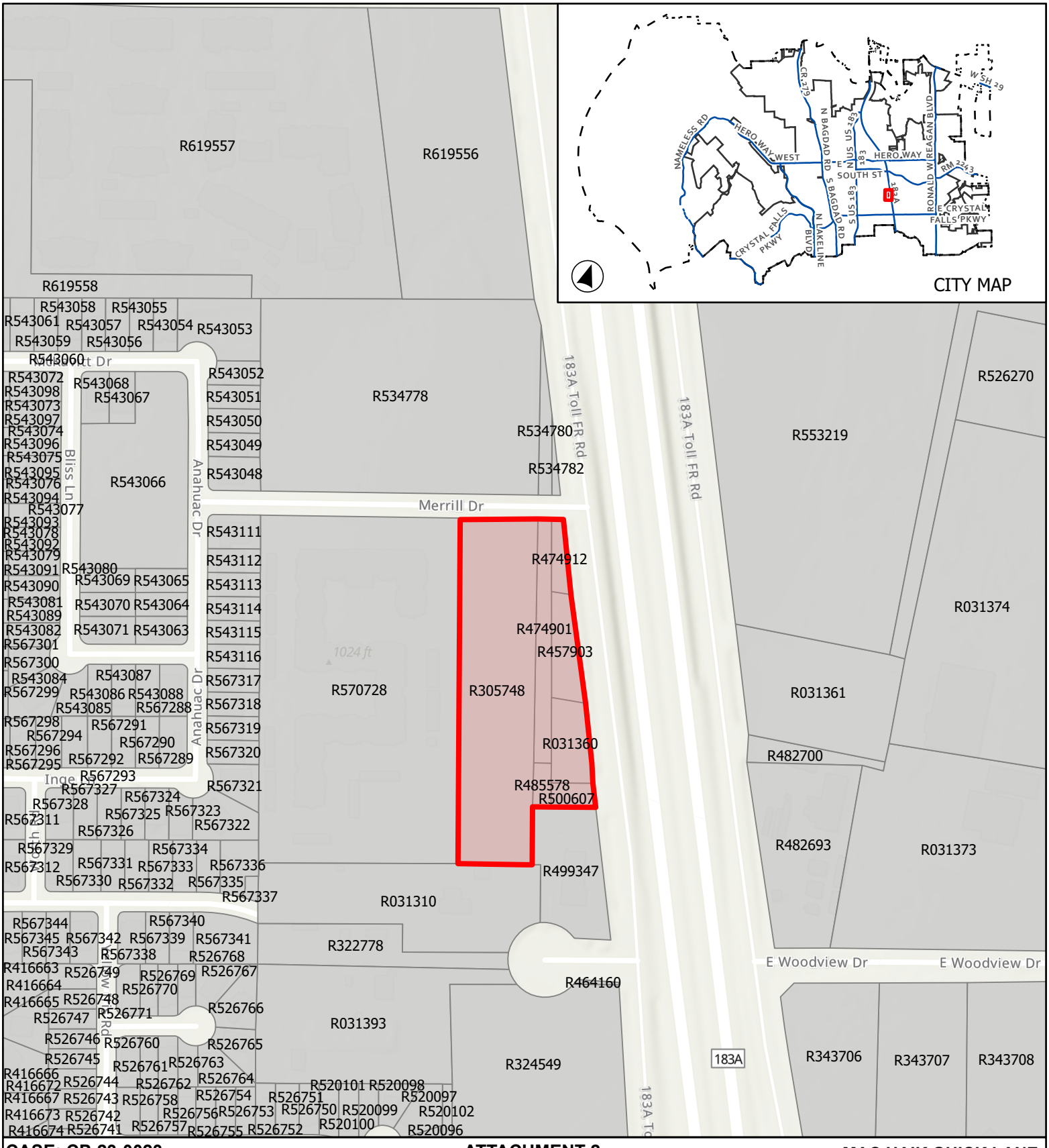
CHECKED BY
AHG

REVISIONS

NO.	DESCRIPTION	ENGINEERED BY	APPROVAL DATE
1			
2			
3			
4			
5			
6			

STATE OF TEXAS
ANTHONY H. GOODE
97263
LICENSED
PROFESSIONAL ENGINEER
11-13-23

10 OF 10



CASE: CP-23-0023 **ATTACHMENT 2** **MAC HAIK QUICK LANE**

Location Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 150 300

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Conduct a Public Hearing regarding Subdivision Case CP-23-0026 to adopt the Highway 29 Commercial Concept Plan on one parcel of land approximately 50.74 acres ± in size, more particularly described by Williamson Central Appraisal District parcel R032262; generally located approximately 1,500 feet to the west of the intersection of SH 29 and Ronald W Reagan Blvd, on the south side of SH 29, Leander, Williamson County, Texas.

- Discuss and consider action regarding Subdivision Case CP-23-0026 as described above.

a. Staff Presentation
b. Applicant Presentation
c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

BACKGROUND:
This request is the first step in the subdivision process. Pursuant to Section 212.005 of the Texas Local Government Code, approval by municipality is required since the concept plan satisfies the applicable regulations without requesting any variances.

The proposal includes ten (10) commercial lots and the extension the Kauffman Loop ROW to connect to Highway 29. Staff recommends approval of this request.

HISTORY/TIMELINE:
08/17/2023 – zoning approved

APPLICANT/AGENT:
Westwood Professional Service (Hollis Scheffler) on behalf of Zekelman Property Leander 53, LLC (Angela Miv)

RECOMMENDATION:
Cory Dale, Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

1. CP-23-0026 Att 1 Hwy 29 Commercial Concept Plan
2. CP-23-0026 Att 2 Location Map - Hwy 29 Commercial

HWY 29 COMMERCIAL SUBDIVISION

CONCEPT PLAN

PROJECT NO. CP-23-0026

OWNER
ZEKELMAN PROPERTY LEANDER 53
227 W MONROE ST STE 2600
CHICAGO, IL 60606
(312) 275-1672

ENGINEER
HOLLIS SCHEFFLER, P.E.
8701 N. MOPAC EXPY, SUITE 320
AUSTIN, TX 78759
(512) 485-0831

SURVEYOR
MICHAEL JACK NEEDHAM
8701 N. MOPAC EXPY, SUITE 320
AUSTIN, TX 78759
(512) 485-0831

PROJECT AGENT
HOLLIS SCHEFFLER, P.E.
8701 N. MOPAC EXPY, SUITE 320
AUSTIN, TX 78759
(512) 485-0831

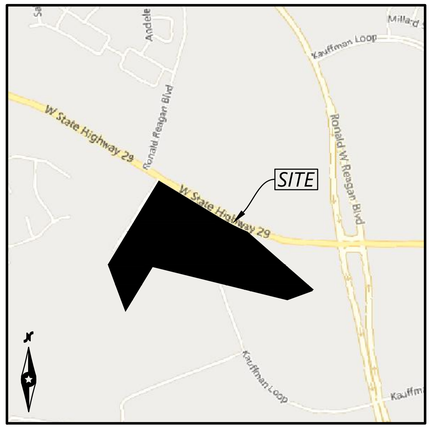
PROPERTY ZONING: HWY 29 COMMERCIAL MINOR PUD (GC-3-A)

TOTAL ACREAGE: 50.64 AC

FILING DATE: 09/05/2023

FUTURE LAND USE CATEGORY: ACTIVITY CENTER

HWY 29 COMMERCIAL - LOT INFORMATION					
PARCEL	*LOTS*	*PHASES*	*APPRX. LUE'S*	*APPRX. TRIPS*	*PROPOSED LAND USE*
1	10	1 (2024/25)	166	7,323	GENERAL COMMERCIAL



WILLIAMSON COUNTY, TEXAS

LOCATION MAP

(1" = 1000')

DRAWING SHEET INDEX	
SHEET	DESCRIPTION
1	COVER
2	CONCEPT PLAN

CITY OF LEANDER APPROVAL

Westwood
Phone (512) 485-0831
Toll Free (888) 937-5150
8701 N. Mopac Expy, Suite 320
Austin, TX 78759
westwoodps.com
Westwood Professional Services, Inc.
TBPE FIRM REGISTRATION NO. F-469
TBPLS FIRM REGISTRATION NO. LS-100080-00

REVISIONS

REV	DATE	DESCRIPTION	BY

HWY 29 COMMERCIAL SUBDIVISION
CONCEPT PLAN
PROJECT NO. CP-23-0026

COVER

STATE OF TEXAS
HOLLIS ANN SCHEFFLER
136049
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY SUPERVISION OF HOLLIS ANN SCHEFFLER, P.E. 136049 ON 10/12/2023. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

DESIGN	*DRAWN*	*DATE*
HAS	NBB	OCT 2023

SHEET NO.
1
1 OF 2

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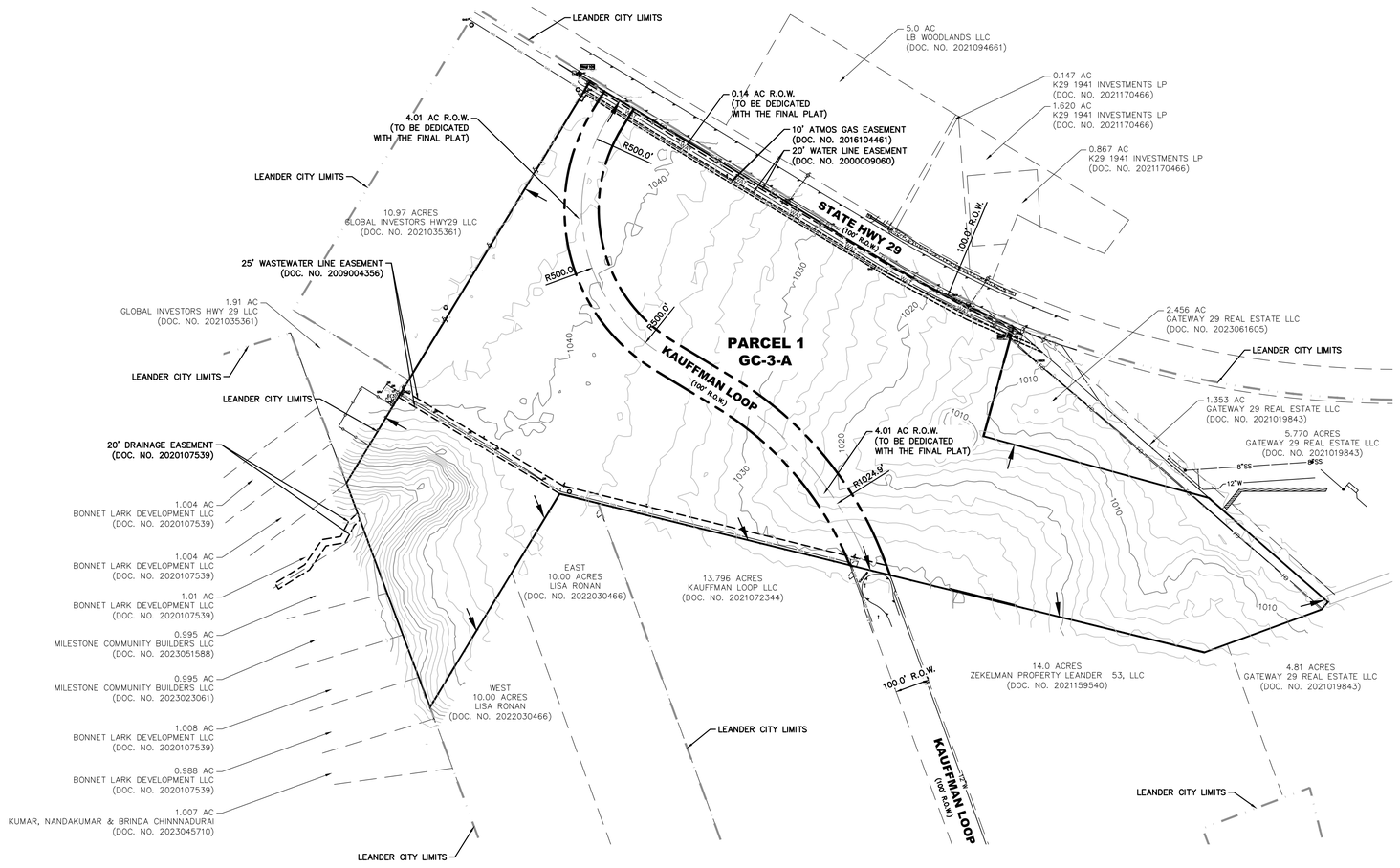

0 50 100 200 300

GRAPHIC SCALE IN FEET
1"=100'

LEGEND

BL	BOLLARD
EM	ELECTRIC METER
PP	POWER POLE
LS	LIGHT STANDARD
WM	WATER METER
WV	WATER VALVE
ICV	IRRIGATION CONTROL VALVE
FH	FIRE HYDRANT
CO	CLEANOUT
MH	MANHOLE
TSC	TRAFFIC SIGNAL CONTROL
TSP	TRAFFIC SIGNAL POLE
TELE	TELEPHONE BOX
FP	FLOOD LIGHT
SIGN	FLAG POLE
	TRAFFIC SIGN
IRS (C.M.)	1/2-INCH IRON ROD W/"PACHECO KOCH" CAP SET CONTROLLING MONUMENT
	PROPERTY LINE
	LOT LINES
	FENCE
(#)	COORDINATE DESIGNATION
X	PROPOSED FENCE
	FIRE LANE
	ACCESS TO ADJACENT PROPERTIES
	CITY OF LEANDER CITY LIMITS
	CENTERLINE ALIGNMENT

THIS SITE IS IN THE AREA OF MINIMAL FLOOD HAZARD AS IDENTIFIED BY THE U.S. FEDERAL EMERGENCY MANAGEMENT AGENCY BOUNDARY MAP (FLOOD INSURANCE RATE MAP) COMMUNITY PANEL NO. 48491C0275E, EFFECTIVE DATE 09/26/2008.

BOUNDARY STREET IMPROVEMENTS:
KAUFFMAN LOOP WILL BE DEVELOPED PER ARTERIAL–4 CITY OF LEANDER SPECIFICATIONS CONSISTING OF A 100' R.O.W, (2) 10' SHARED USE PATH WITH A 6' BUFFER FROM TRAFFIC LANES, (4) TOTAL THROUGH LANES WITH EACH LANE BEING 13' WIDE, AND A 16' WIDE MEDIAN. IMPROVEMENTS ARE TO BE DEVELOPED PER FUTURE PUBLIC IMPROVEMENT CONSTRUCTION PLANS.

HWY 29 COMMERCIAL - LOT INFORMATION

PARCEL	LOTS	PHASES	APPRX. LUE'S	APPRX. TRIPS	PROPOSED LAND USE
1	10	1 (2024/25)	166	7,323	GENERAL COMMERCIAL

HIGHWAY 29 COMMERCIAL - STREET INFORMATION

STREET NAME	TYPE	LENGTH (FT)	PAVEMENT WIDTH	MEDIAN	SIDEWALK WIDTH
KAUFFMAN LOOP	100' ROW	1748	26' FOC–FOC (2–WAY)	16'	10' (BOTH SIDES)

HIGHWAY 29 COMMERCIAL - LAND USE SUMMARY TABLE

LAND USE	NUMBER OF LOTS	ACRES
ACTIVITY CENTER	8	37.010
DRAINAGE	2	9.470
RIGHT–OF–WAY	–	4.150
TOTAL	10	50.640

CITY OF LEANDER APPROVAL

Westwood
Phone (512) 485-0831
Toll Free (888) 937-5150
8701 N. Mopac Expy, Suite 320
Austin, TX 78759
westwoodps.com
Westwood Professional Services, Inc.
TBPE FIRM REGISTRATION NO. F-469
TBPLS FIRM REGISTRATION NO. LS-100080-00

REV	DATE	DESCRIPTION	BY

REVISIONS

HWY 29 COMMERCIAL SUBDIVISION
CONCEPT PLAN
PROJECT NO. CP-23-0026

CONCEPT PLAN

STATE OF TEXAS
HOLLIS ANN SCHEFFLER
136049
LICENSED PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY SUPERVISOR OF HOLLIS ANN SCHEFFLER, P.E. 136049 ON 10/12/2023. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

DESIGN	DRAWN	DATE
HAS	NBB	OCT 2023

SHEET NO.
2
2 OF 2

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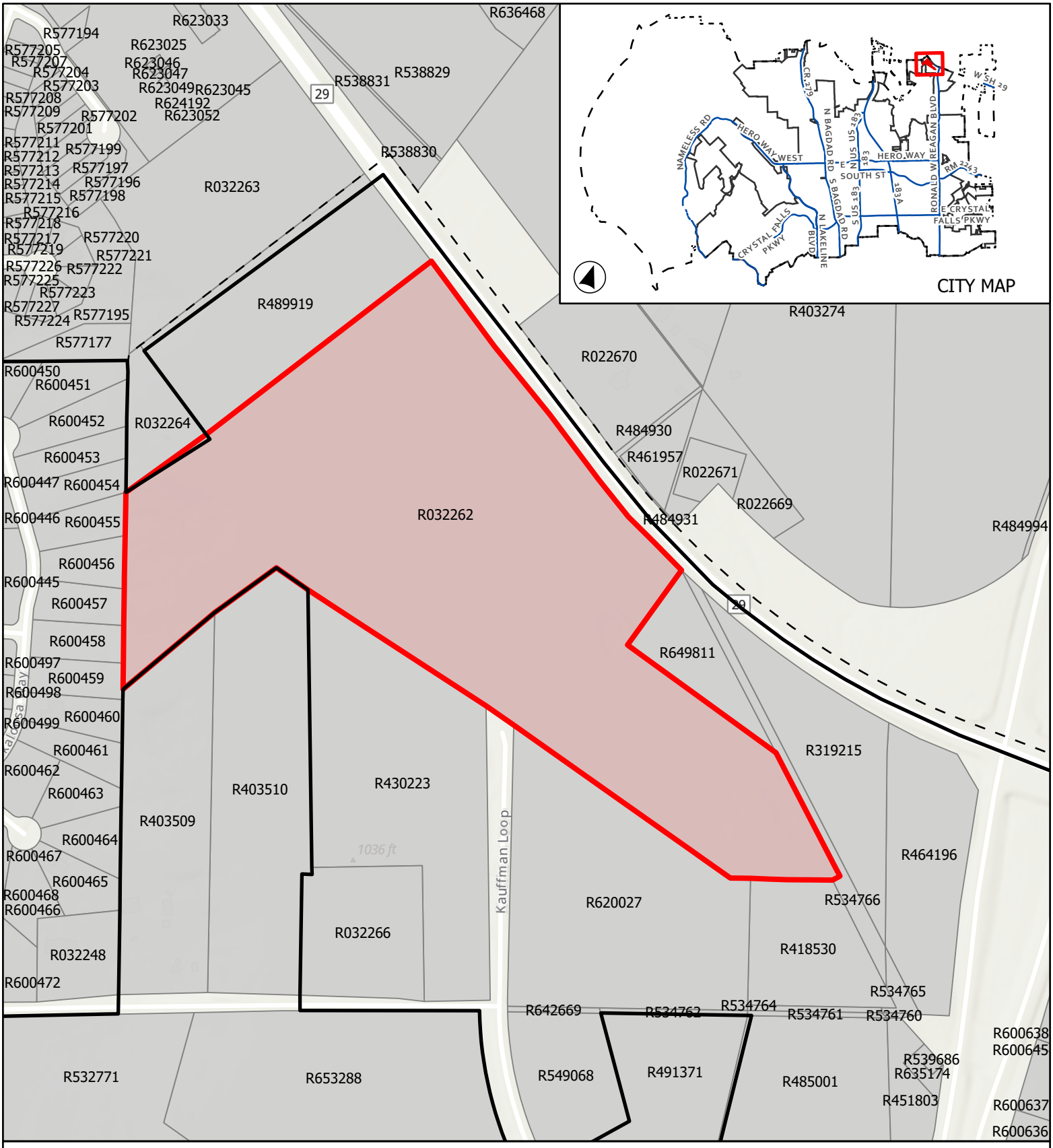

CASE: CP-23-0026 **ATTACHMENT 2** **HWY 29 COMMERCIAL**

Location Map

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0 215 430

Feet

City Limits

ETJ Boundary

Subject Boundary

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Conduct a Public Hearing and consider action regarding Zoning Case Z-23-0098 to amend the current zoning of Interim SFS-2-B (Single-Family Suburban) and Interim SFR-1-B (Single-Family Rural) to GC-2-B (General Commercial) on one (1) parcel of land approximately 6.314 acres ± in size, more particularly described by Williamson Central Appraisal District Parcel R031278; and more commonly known as 17451 Ronald W Reagan Boulevard, Leander, Williamson County, Texas.

- Discuss and consider action regarding Zoning Case Z-23-0098 as described above.

a. Staff Presentation
b. Applicant Presentation
c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

BACKGROUND:
This request is the first step in the zoning process.

HISTORY/TIMELINE:
03/23/2005 – Annexation (Single-Family Suburban)
01/17/2013 – Annexation (Single-Family Rural)

APPLICANT/AGENT:
Kimley-Horn & Assoc (Jonathan Sosebee) on behalf of REALEANDER, LLC (Prasad Kollshettl)

RECOMMENDATION:
Justin Hunt, Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

1. Z-23-0098 Att 1 Planning Analysis - ARS Pride
2. Z-23-0098 Att 2 Current Zoning - ARS Pride
3. Z-23-0098 Att 3 FLU Map - ARS Pride
4. Z-23-0098 Att 4 Public Notification - ARS Pride
5. Z-23-0098 Att 5 Proposed Zoning - ARS Pride
6. Z-23-0098 Att 6 Aerial Map - ARS Pride
7. Z-23-0098 Att 7 Letter of Intent - ARS Pride
8. Z-23-0098 Att 8 Neighborhood Outreach - ARS Pride

PLANNING ANALYSIS

ZONING CASE Z-23-0098
17451 RONALD W REAGAN BLVD

GENERAL INFORMATION

Owner/Agent: Kimley-Horn & Assoc (Jonathan Sosebee) on behalf of REALEANDER, LLC (Prasad Kollshettl)

Current Zoning: Interim SFS-2-B (Single-Family Suburban)
Interim SFR-1-B (Single-Family Rural)

Proposed Zoning: GC-2-B (General Commercial)

Size and Location: The property is located at 17451 Ronald W Reagan Boulevard, covering approximately 6.314 acres.

Staff Contact: Justin Hunt
Planner

APPLICANT REQUEST

The applicant has submitted a request to change the designated zoning district of their property in order to allow for commercial uses on the property and to align the property with the future land use map designation of Activity Center and surrounding zonings.

STAFF CONCLUSIONS

Y	N	
☒	☐	Does the proposal comply with the intent statements of the Composite Zoning Ordinance? *see page ##*
☒	☐	Does the proposal comply with the goal statements of the Comprehensive Plan? *see page ##*
☐	☒	Does the proposal warrant any other special considerations? *see below*

SPECIAL CONSIDERATIONS

No special considerations.

SITE INFORMATION:

ABUTTING ZONING AND LAND USE:

	ZONING	LAND USE
NORTH	GC-2-B (General Commercial)	Residential Home
EAST	Arterial	Ronald W Reagan Boulevard – Access Controlled
SOUTH	GC-2-B (General Commercial)	Undeveloped Land
WEST	Interim SFR-1-B	Undeveloped Land

SURROUNDING AREA:
This property is located north of RM 2243 and west of Ronald W Reagan Boulevard. The properties north and south of the subject property are zoned general commercial and the property to the west is zoned Single-Family Rural. All surrounding properties are located within the Activity Center future land use category.

PHYSICAL AND NATURAL FEATURES:
This property contains heavy tree coverage at the rear of the property and becomes less dense closer to the property frontage. A portion of the property at the rear is located within the flood zone.

PROPERTY HISTORY:
03/23/2005 – Annexation (Interim Single-Family Suburban)
01/17/2013 – Annexation (Interim Single-Family Rural)

PREVIOUS ZONING CASES:
No previous zoning cases have been held.

MAJOR CORRIDORS:
This property has access onto Ronald W Reagan Boulevard.

TRANSPORTATION PLAN REQUIREMENTS:
This property includes an access-controlled Ronald W Reagan Boulevard and extension of our primary trail system.

The table below includes the proposed streets within the development. These streets have not been reviewed and are subject to change during the review process.

STREET	CLASSIFICATION	LAND USE CONTEXT	DESIGN ELEMENTS
Ronald W Reagan Boulevard	Arteria	Access Controlled	220’ ROW 6 Lanes 10’ sidewalk (Primary Trail)

SUBDIVISIONS:
No previous subdivision

EXISTING UTILITIES:
This property has access to water and wastewater along Ronald W Reagan Boulevard.

CURRENT LAND USES:
This property is currently being used as a residential home.

PROPOSED ZONING DISTRICT:

USE COMPONENT

GC – GENERAL COMMERCIAL:

Features: Any use in LC plus bar, nightclub, entertainment venues, hospital, hotel, liquor store, office/warehouse, vehicle and equipment sales, leasing and repair, furniture sales, pet shop, wholesale activities less than 3,500 sq. ft.

Intent: Development of small to large scale commercial, retail, and commercial service uses located in high traffic areas. Access to this component should be provided by an arterial street. The heaviest concentration of this component should be located at intersections of arterial streets.

SITE COMPONENT

TYPE 2:

Features: Accessory buildings greater of 10% of primary building or 120 sq. ft.; accessory dwellings for SFR, SFE and SFS; drive-thru service lanes; uses not to exceed 40,000 sq. ft.; multi-family provides at least 100% of units with an enclosed garage parking space.

Intent:

(1) The Type 2 site component may be utilized with non-residential developments that are adjacent to a residential district or other more restrictive district to help reduce potential negative impacts to the more restrictive district and to provide for an orderly transition of development intensity.

(2) The Type 2 site component is intended to be utilized for residential development not meeting the intent of a Type 1 site component and not requiring the additional accessory structure or accessory dwelling privileges of the Type 3 site component.

(3) This component is intended to be utilized with the majority of LO and LC use components except those that meet the intent of the Type 1 or Type 3 site component or with any use requiring drive-through service lanes.

(4) This component is intended to be utilized with LO, LC, GC, HC, and HI use components when adjacent to residential districts and additional compatibility standards are warranted.

(5) This component is generally not intended to be utilized with HC and HI use components except where such component is adjacent to, and not adequately buffered from, residential districts or other more restricted districts, and except as requested by the landowner.

(6) Compliance with Type 1 standards shall also be deemed as compliance with this component.

ARCHITECTURAL COMPONENT

TYPE B:

Features: 4 or more architectural features.

Intent:

(1) The Type B architectural component is intended to be utilized for the majority of residential development except that which is intended as a Type A architectural component.

(2) Combined with appropriate use and site components, this component is intended to help provide for harmonious land use transitions.

(3) This component may be utilized to raise the building standards and help ensure compatibility for non-residential uses adjacent to property that is more restricted.

(4) This component is intended for the majority of the LO and LC use components except those meeting the intent of the Type A or C architectural components.

COMPREHENSIVE PLAN:

Applicable Comprehensive Plan goal statements

- Guide future growth and development following the comprehensive plan to achieve a more balanced, diverse economy.

Applicable Future Land Use categories

ACTIVITY CENTER

- Activity Center areas are the major strategic commercial centers within the community. They are intended to provide opportunity for diverse retail, employment and mixed-use destinations at critical intersections to create dense, value-intense development. These centers are regional in nature and serve a population beyond Leander, and are found on major highways and arterials. Managing access and traffic in these high-volume areas will require planning and coordination.

In a changing retail environment, Activity Centers are designed to become community destinations with activities, amenities, shopping, restaurants and places to gather, live and work. These mixed-use centers

complement neighborhood centers and the urban development around Leander Station. Individually, these centers are expected to have a differing balance of land use, design, and atmosphere based on their location and context. High-density apartments and lofts are appropriate if designed and connected to the larger mixed-use center.

The Activity Center land use is intended to be implemented using a strategically planned framework, typically a PUD. When multiple landowners exist without a unified development scheme, proposed projects should plan for future integration to balance the activity center area as much as possible.

Desired Mix: 70-100% Non-Residential, 0-30% Residential

INTERGOVERNMENTAL/INTERDEPARTMENTAL REVIEW:

This proposal was reviewed by all applicable departments within the City of Leander. All plats submitted will be reviewed by City Staff.

SCHEDULE:

DEVELOPMENT MEETING
A development meeting was held with Staff on 4/10/2023. No changes have been made to the project since the development meeting was held.

NOTIFICATION
11/22/2023 - Public Notice on Hill Country News
11/29/2023 - Mail Notification to Property Owners within 200'
11/29/2023 - Public Hearing Signage Posted on Property
12/14/2023 - Planning and Zoning Commission Public Hearing
01/04/2024 - City Council Public Hearing & First Reading of the Ordinance
01/18/2024 - City Council Second & Final Reading of the Ordinance

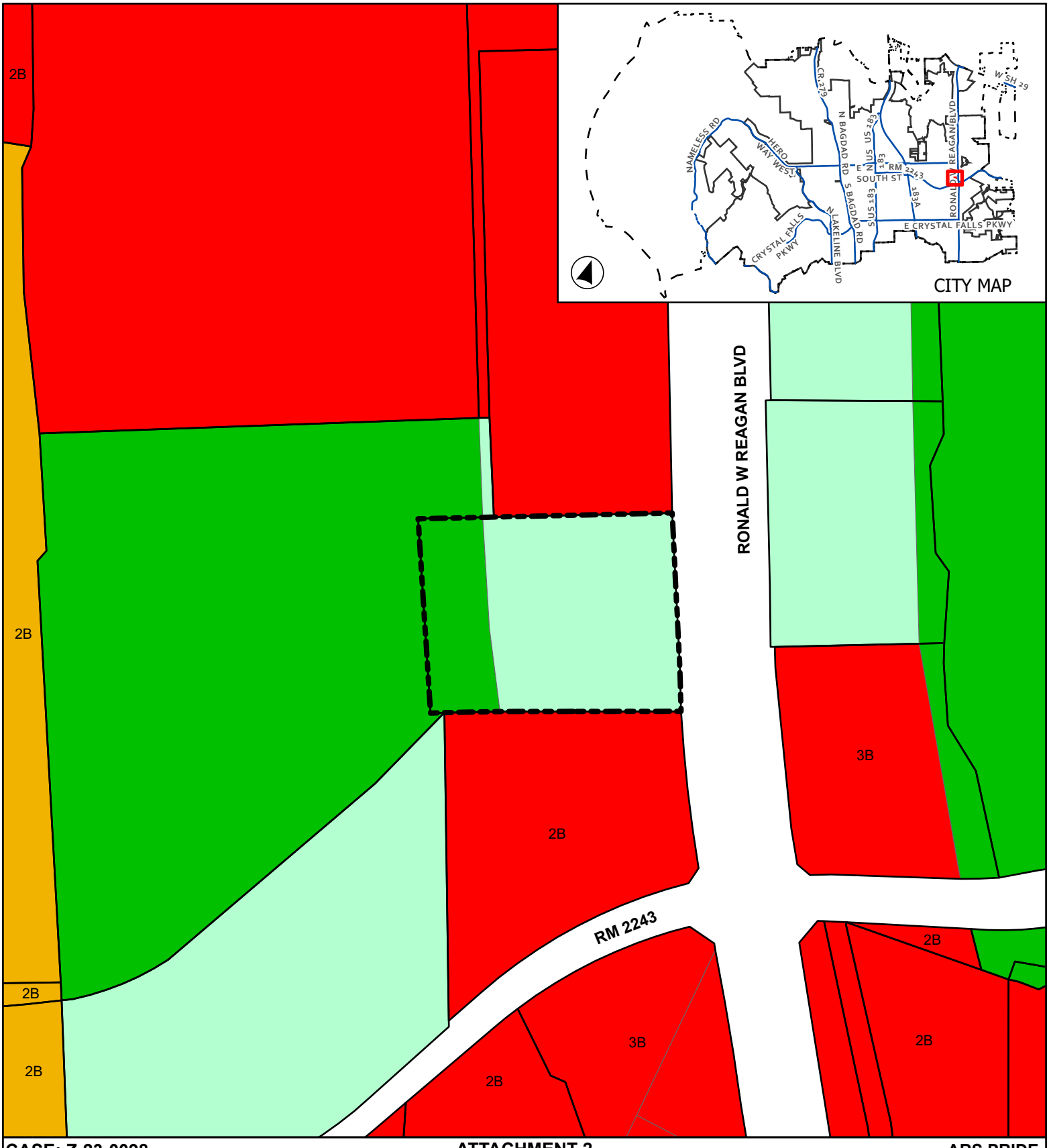
PUBLIC NOTIFICATION:

In addition to the notice mailed on behalf of the City to all property owners within 200', the agent reached out to all property owners of property zoned as single-family or any properties used as single-family uses within 500' as per Article X, Section 3 (d) of the Composite Zoning Ordinance. Any Homeowner's Association located within 500' were also contacted. No issues have been brought up currently.

Please see the full report from the applicant as attachment eight (8).

APPROVAL CRITERIA:

This zoning request is consistent with our future land use map designation of Activity Center and the proposed development would be compatible with the surrounding land uses.



CASE: Z-23-0098 **ATTACHMENT 2** **ARS PRIDE**

Current Zoning

- Leander City Limits
- SFR - Single-Family Rural
- SFS - Single-Family Suburban
- SFT - Single-Family Townhouse
- GC - General Commercial
- Subject Boundary
- Extra-Territorial Jurisdiction

0 105 210

Feet

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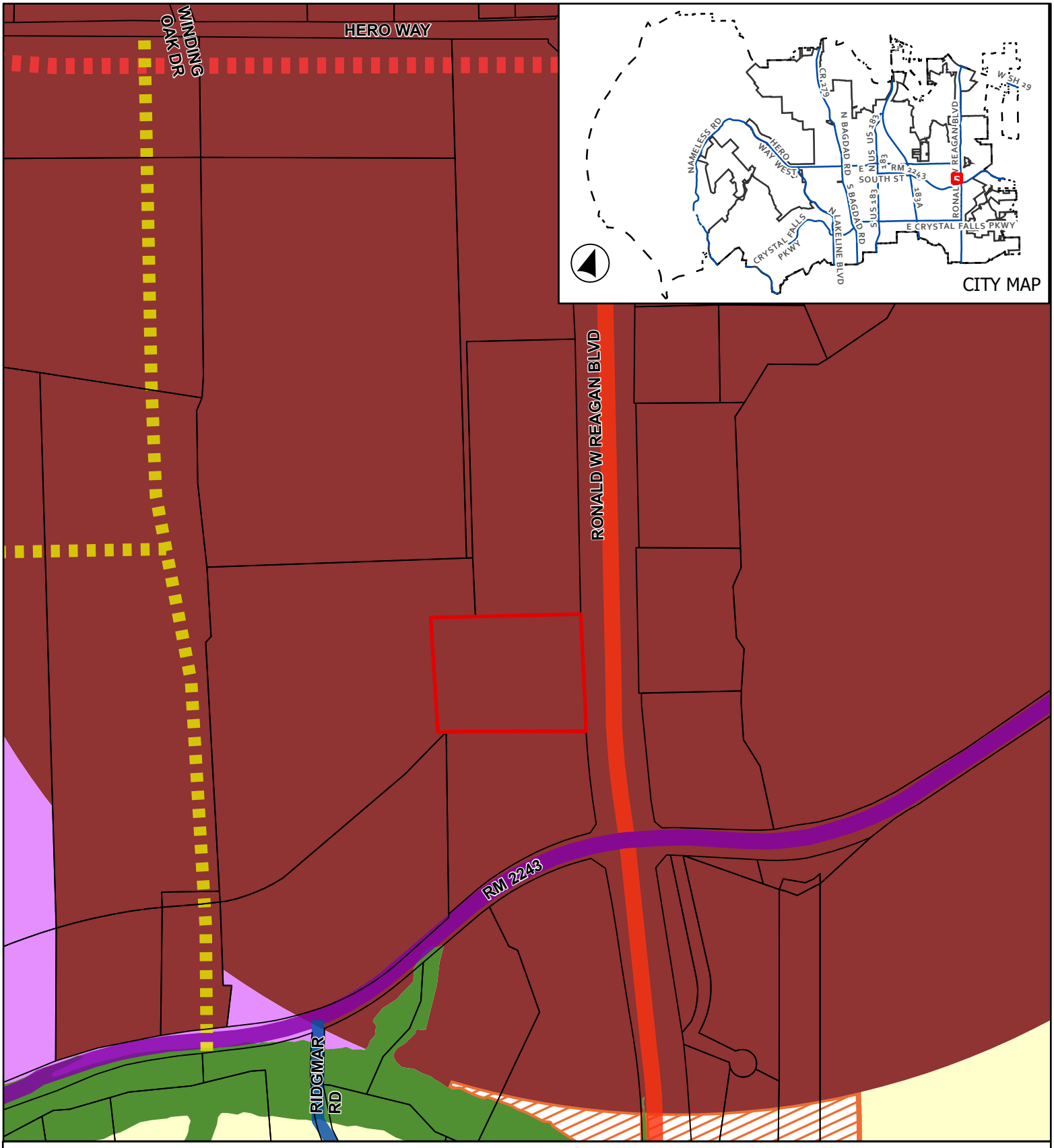

CASE: Z-23-0098 **ATTACHMENT 3** **ARS PRIDE**

Future Land Use Map

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0 225 450

Feet

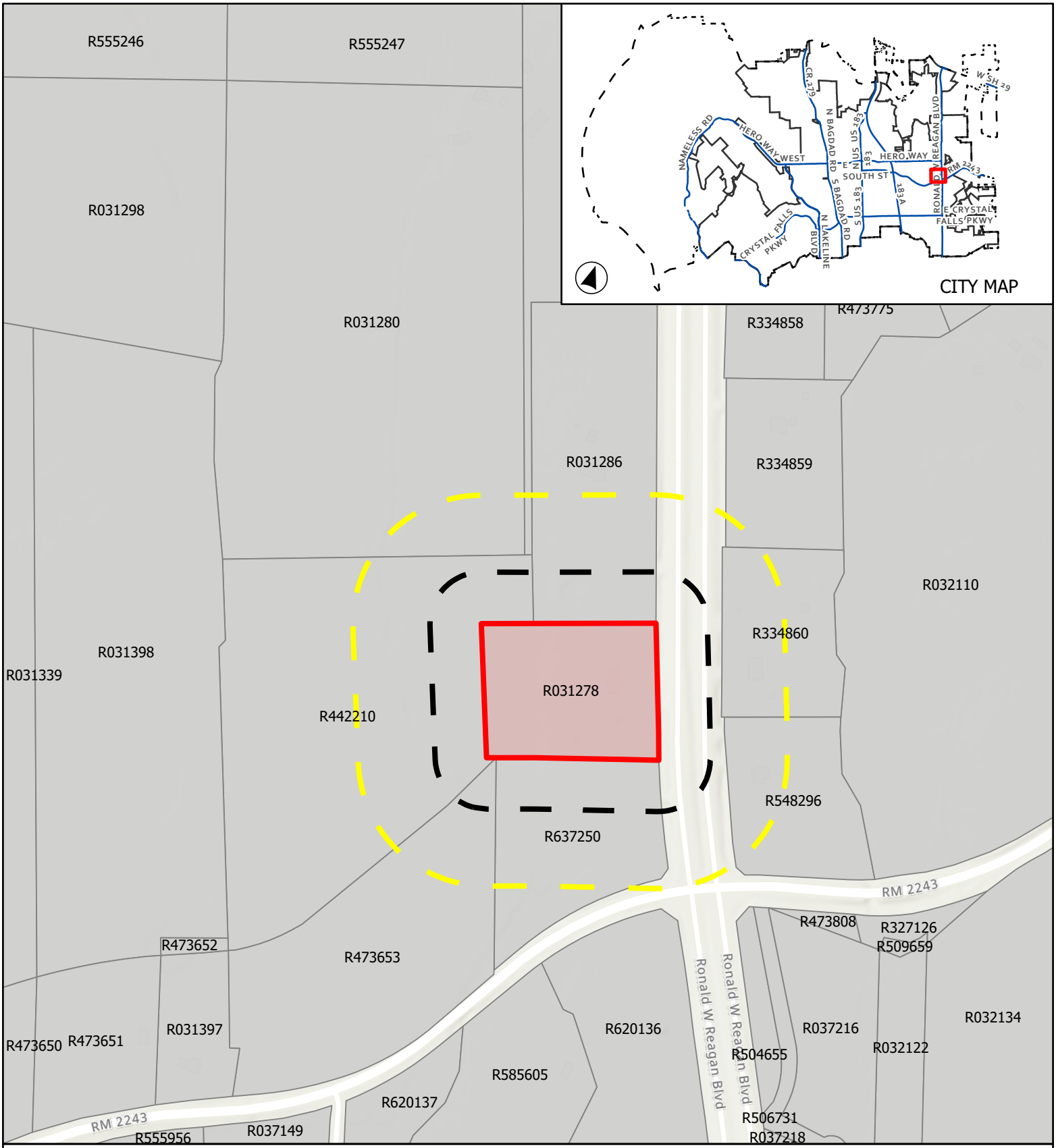
- Leander City Limits
- ETJ Boundary
- Subject Boundary

Thoroughfare Plan

- Access Controlled, Existing
- Arterial 4 Lane, Existing
- Rural, Existing
- Access Controlled, Proposed
- Collector, Proposed

Future Land Use

- Neighborhood Residential
- Multi-Use Corridor - Priority Corridor
- Activity Center
- Employment Center
- Greenway



CASE: Z-23-0098 **ATTACHMENT 4** **ARS PRIDE**

Public Notification

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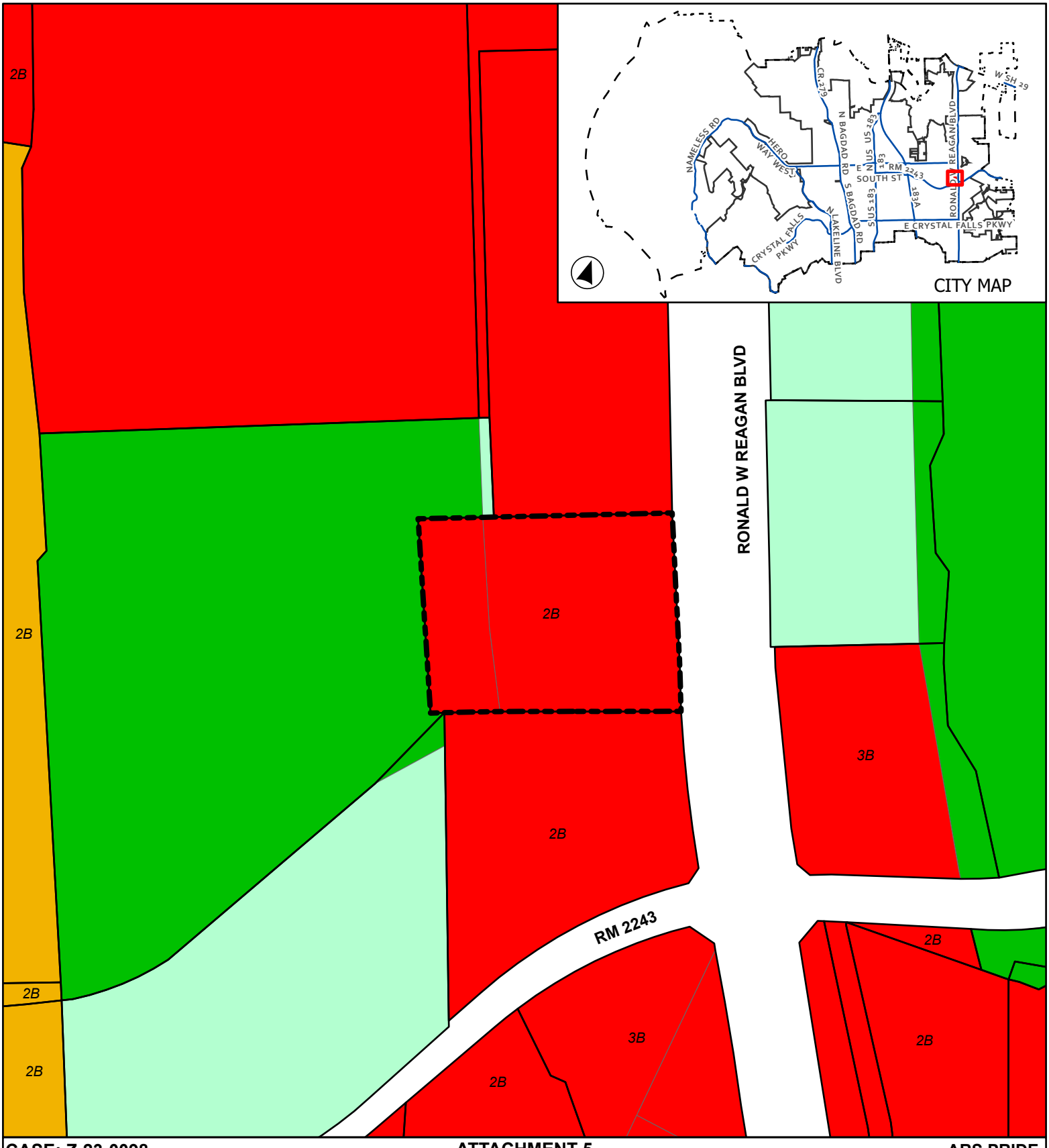
0 205 410
Feet

City Limits
ETJ Boundary

Notification Buffer
200'
500'
Subject Boundary



CASE: Z-23-0098 **ATTACHMENT 5** **ARS PRIDE**

Proposed Zoning

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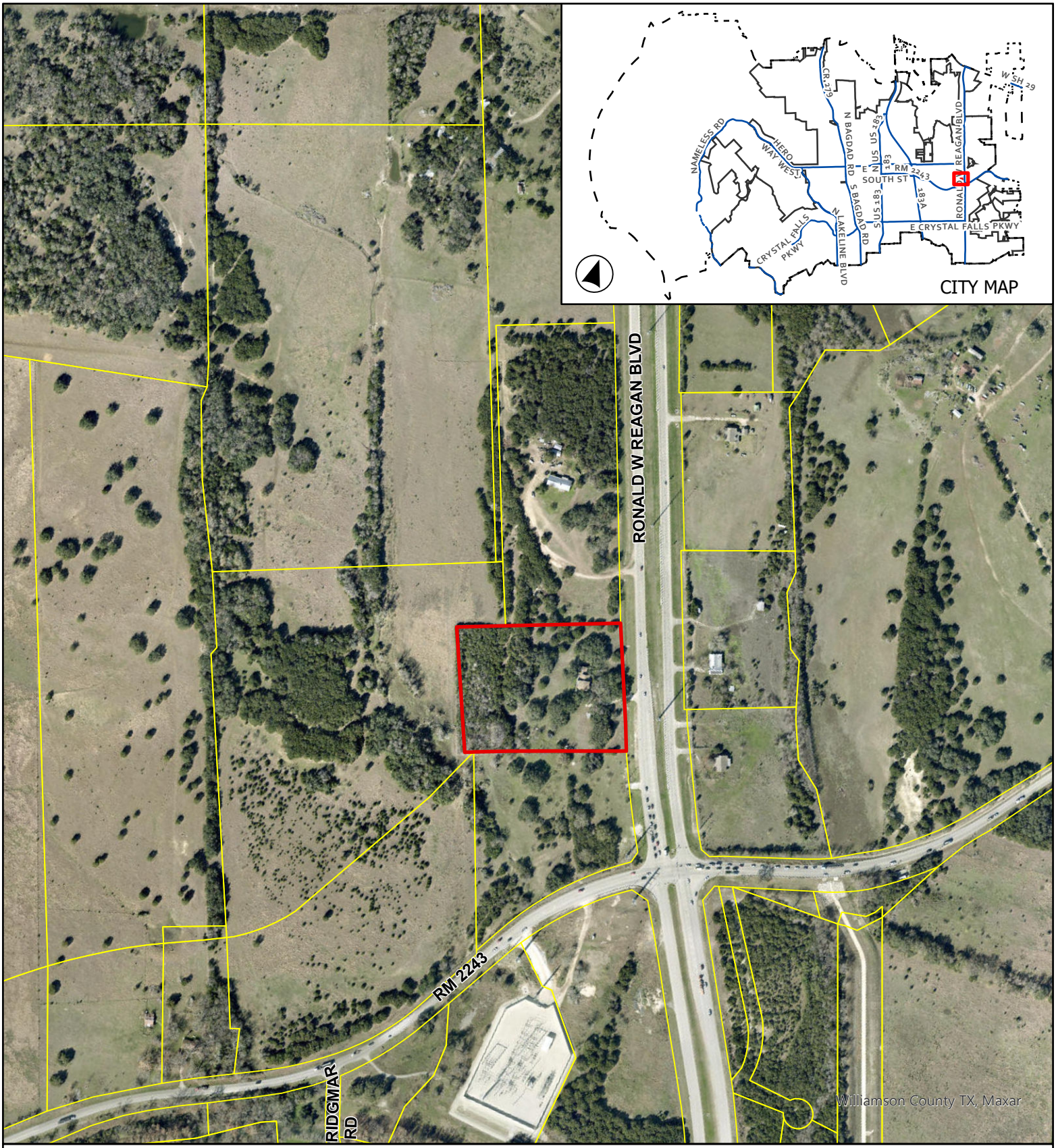
Feet



CASE: Z-23-0098 **ATTACHMENT 3** **ARS PRIDE**

Aerial Map

This map has been produced by the City of Leander for informational purposes only. No warranty is made by the City regarding completeness or accuracy. This data should not be construed as a legal description or survey instrument. No responsibility is assumed for damages or other liabilities due to the accuracy, availability, completeness, use or misuse of the information herin provided.

0 195 390

Feet

Leander City Limits

Subject Boundary

Kimley»Horn

November 7, 2023

Robin M. Griffin, AICP
Executive Director of Development Services
City of Leander
201 N. Brushy Street
Leander, TX 78641

Via Electronic Submittal

RE: Application for a Zoning Change of the property generally located at 17451 Ronald Reagan Blvd, Leander, TX 78641 (WCAD ID R031278) (the "Property")

Dear Ms. Griffin:

As representatives of the Property owner, please accept this application for Zoning Change. The site is currently zoned Single Family Rural (SFR) and Single Family Suburban (SFS), and it is currently utilized as a single-family residence.

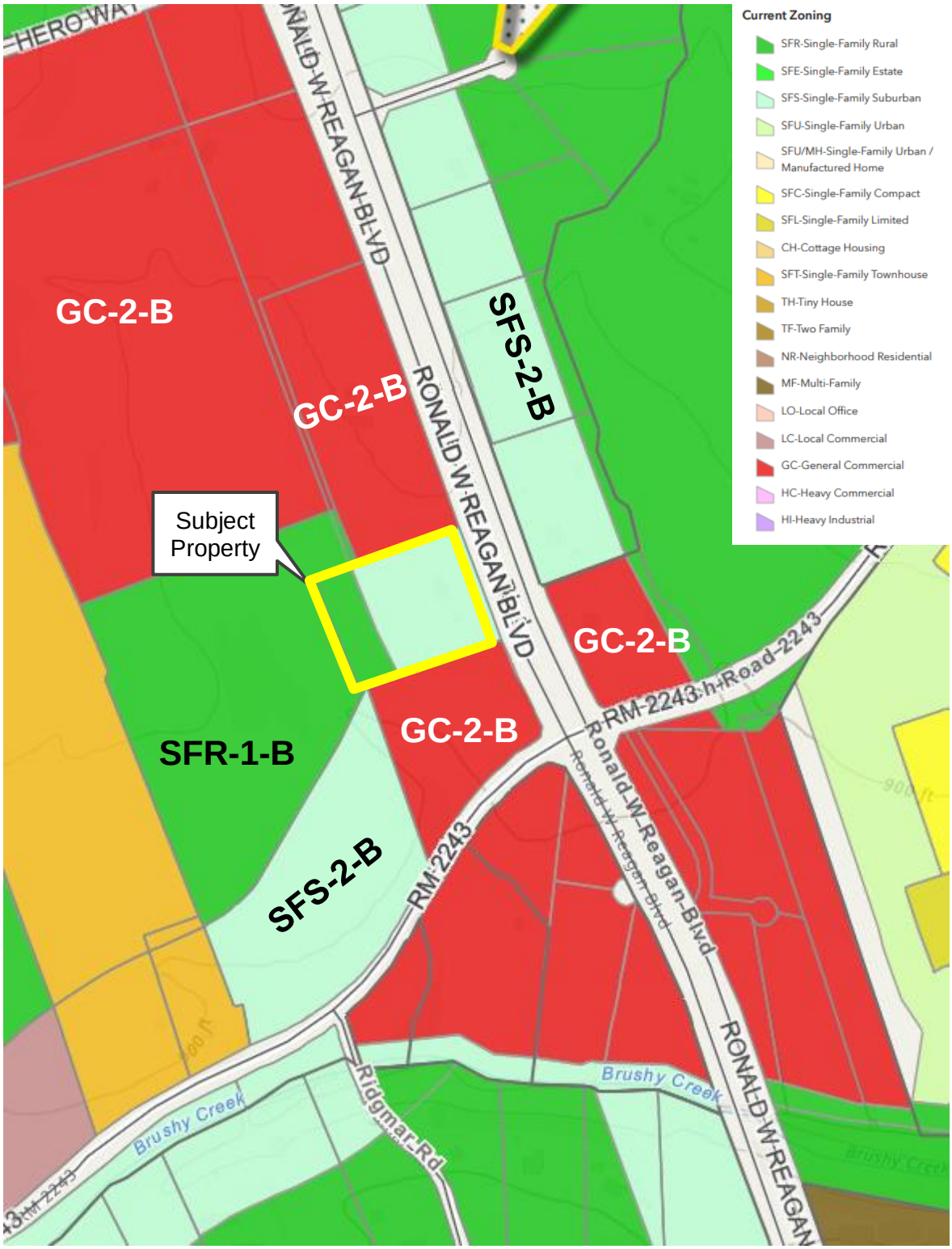
The proposed zoning is General Commercial (GC-2-B), and the intention is to commercial option on the Property to serve residents along the Ronald Reagan corridor and also align with the zoning of neighboring properties along Ronald Reagan.

According to the Future Land Use Map (FLUM), the site is located in the Activity Center Future Land Use Category. According to the 2020 Leander Comprehensive Plan, the Activity Center is intended to be a major commercial center and provide diverse retail to serve the region. Commercial retail and big box retail are considered appropriate uses for this category; therefore, the proposed Zoning Change complies with the FLUM.

If you have any questions about this application for rezoning or need additional information, please do not hesitate to contact me at your convenience.

Sincerely,

Jonathan Sosebee
Jonathan.Sosebee@Kimley-Horn.com
737 787 7705


Current Zoning
SFR-Single-Family Rural
SFE-Single-Family Estate
SFS-Single-Family Suburban
SFU-Single-Family Urban
SFU/MH-Single-Family Urban / Manufactured Home
SFC-Single-Family Compact
SFL-Single-Family Limited
CH-Cottage Housing
SFT-Single-Family Townhouse
TH-Tiny House
TF-Two Family
NR-Neighborhood Residential
MF-Multi-Family
LO-Local Office
LC-Local Commercial
GC-General Commercial
HC-Heavy Commercial
HI-Heavy Industrial
GC-2-B
GC-2-B
SFS-2-B
Subject Property
GC-2-B
GC-2-B
SFR-1-B
SFS-2-B
RONALD W REAGAN BLVD
RM 2243
Ronald W Reagan Blvd
Brushy Creek
Ridgmar Rd

APPLICANT'S SUMMARY OF NEIGHBORHOOD COMMUNICATIONS

1. How and when were the surrounding neighborhood and residential property owners within 500' notified, how was information shared, and who was directly involved in the communication process? Please provide the address of the properties notified and the name and contact information of the residents directly involved in the communication process. Attach any materials that were distributed.

The surrounding residential neighbors were notified via a letter postmarked on October 31, 2023. The applicant, Jonathan Sosebee was directly involved in the outreach. The addresses and information provided is attached to this application under the file name "Neighborhood Outreach Information."

2. Who was notified (i.e. property owners, HOA, etc)? The HOA and/or a representative if there is no organized HOA must be contacted, if applicable. Provide a separate sheet listing the contact information used including the names and addresses of the individuals.

Property owners were notified. The addresses are attached to this application under the file name "Neighborhood Outreach Information."

3. What concerns were raised during these communications?

No communications have been received at this time. My direct line as well as email was provided and will continue to monitor and work with the neighbors if issues do arise.

4. What specific conditions were added to or modified within the zoning request in response to the concerns raised at the meeting?

None at this time.

The above information is deemed to be true to the best of my knowledge.

Signature Date 11/07/2023

Kimley»Horn

November 7, 2023

RE: Rezoning of approximately 6.31 acres generally located at 17451 Ronald Reagan Blvd, Leander, TX 78641 (WCAD ID R031278) (the "Property")

Dear Neighbor:

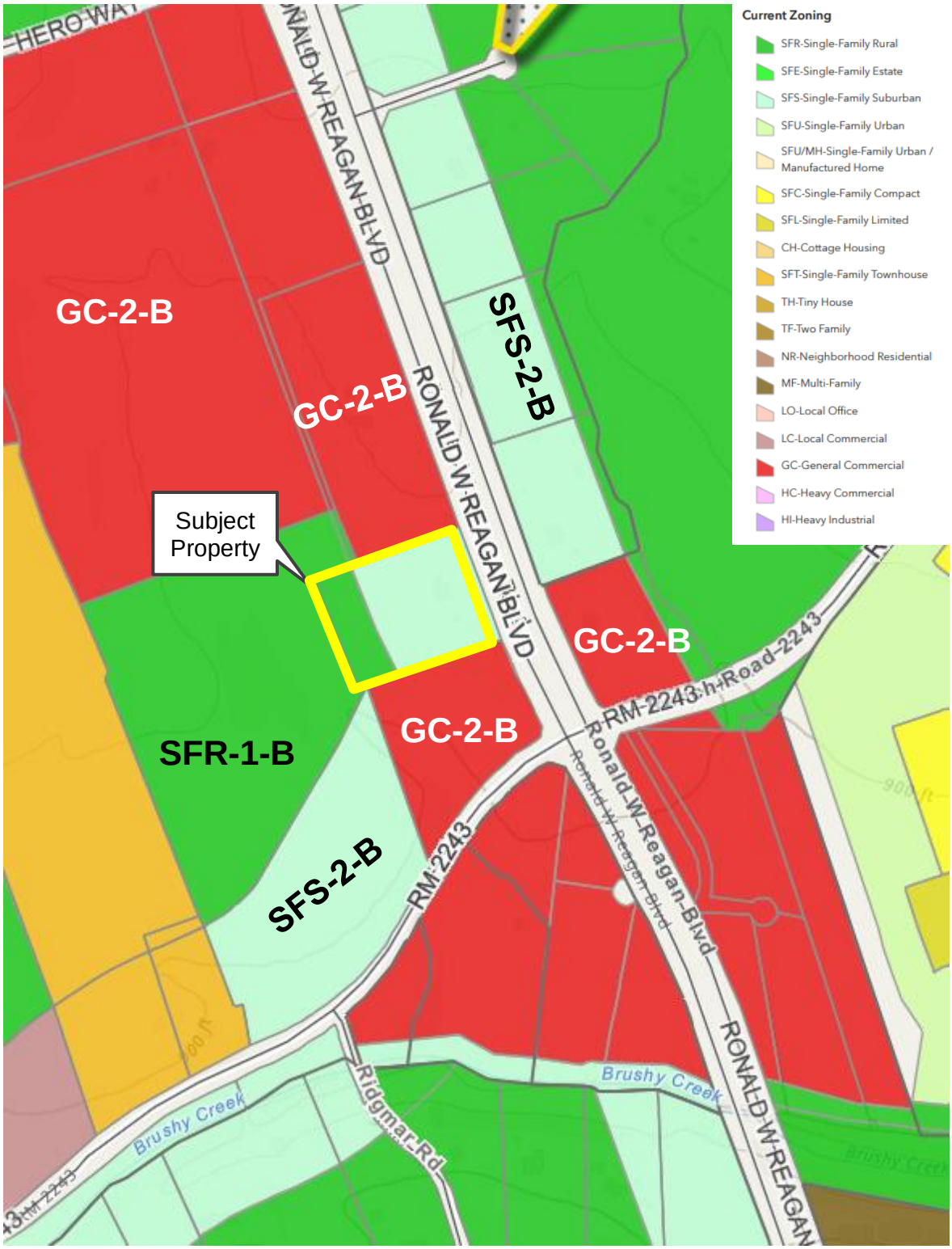
You are receiving this letter because you are within 500 feet of the Property to be rezoned. The Property is located at 17451 Ronald Reagan Blvd (see map on the back of this page). The property is currently Single Family Rural (SFR) and Single Family Suburban (SFS).

The proposed zoning is General Commercial (GC-2-B), and it will permit a variety of commercial options on the Property to serve residents along the Ronald Reagan corridor and align with the neighboring properties along Ronald Reagan.

If you have any questions about this application for rezoning or need additional information, please do not hesitate to contact me at your convenience.

Sincerely,

Jonathan Sosebee
Jonathan.Sosebee@Kimley-Horn.com
737 787 7705


Current Zoning
SFR-Single-Family Rural
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SFS-Single-Family Suburban
SFU-Single-Family Urban
SFU/MH-Single-Family Urban / Manufactured Home
SFC-Single-Family Compact
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TH-Tiny House
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MF-Multi-Family
LO-Local Office
LC-Local Commercial
GC-General Commercial
HC-Heavy Commercial
HI-Heavy Industrial
GC-2-B
GC-2-B
SFS-2-B
Subject Property
GC-2-B
GC-2-B
SFR-1-B
SFS-2-B
RONALD W REAGAN BLVD
RM 2243
Ronald W Reagan Blvd
Brushy Creek
Ridgmar Rd

Parcel Identi	Acre	First Owner Name	Mailing Address	SiteAddress	Sub or Condo Name	Tax District Code	Column1
R637250	7.049	VALPS LC	**8010 MULEY DR AUSTIN, TX 78759**	RR 2243, LEANDER, TX 78641	S13060 - VALPS SUB	CAD,CLE,GWI,J01,RFM,SLE,W09	
R031280	37.533	JNK PROPERTIES 1, LTD	**8010 MULEY DR AUSTIN, TX 78759-6902**	3919 HERO WAY, LEANDER, TX 78641	AW0006 - Harmon, E. D.	CAD,CLE,GWI,J01,RFM,SLE,W09	
R334859	5.004	GARDEN OF LOVE LLC	**319 LIME CREEK RD VOLENTE, TX 78641-9167**	17480 RONALD W REAGAN BLVD, LEANDER, TX 78641	S5786 - Highmeadow Est	CAD,CLE,GWI,J01,RFM,SLE,W09	
R548296	5.013	GIPPER2243 LLC	**C/O AMS COMMERCIAL REAL ESTATE 310 COMAL ST #BLDG A AUSTIN, TX 78702**	17400 RONALD W REAGAN BLVD, LEANDER, TX 78641	AW0287 - Hicks, M. Sur.	CAD,CLE,GWI,J01,RFM,SLE,W09	
R620136	13.438	BW RONALD REAGAN 2243 LLC	**3708 W SWANN AVE #STE 200 TAMPA, FL 33609**	RR 2243, LEANDER, TX 78641	S12731 - BEASLEY SUB	CAD,CLE,GWI,J01,RFM,SLE,W09	
R334860	5.13	GARCIA CAMPOS, ALBINO, III	**17420 RONALD W REAGAN BLVD LEANDER, TX 78641**	17420 RONALD W REAGAN BLVD, LEANDER, TX 78641	S5786 - Highmeadow Est	CAD,CLE,GWI,J01,RFM,SLE,W09	
R473653	13.12	MAHENDRU, DEVIDASS & SWARAN	**9708 OXAUS LN AUSTIN, TX 78759-7766**	RR 2243, LEANDER, TX 78641	AW0006 - Harmon, E. D.	CAD,CLE,GWI,J01,RFM,SLE,W09	
R031286	10.101	JNK PROPERTIES 1, LTD	**8010 MULEY DR AUSTIN, TX 78759-6902**	17501 RONALD W REAGAN BLVD, LEANDER, TX 78641	AW0006 - Harmon, E. D.	CAD,CLE,GWI,J01,RFM,SLE,W09	
R442210	23.044	MAHENDRU, DEVIDASS & SWARAN	**9708 OXAUS LN AUSTIN, TX 78759-7766**	RR 2243, LEANDER, TX 78641	AW0006 - Harmon, E. D.	CAD,CLE,GWI,J01,RFM,SLE,W09	
R031279	11.86	JNK PROPERTIES 1, LTD	**8010 MULEY DR AUSTIN, TX 78759-6902**	3957 HERO WAY, LEANDER, TX 78641	AW0006 - Harmon, E. D.	CAD,CLE,GWI,J01,RFM,SLE,W09	

AGENDA ITEM # 13

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Conduct a Public Hearing and consider action regarding Comprehensive Plan Case CPA-23-0008 to adopt an updated Comprehensive Plan including the update of the future land use plan and map; and to provide for related matters; Williamson & Travis Counties, Texas.

- Discuss and consider action regarding Comprehensive Plan Case CPA-23-0008 as described above.

a. Staff Presentation
b. Applicant Presentation
c. Open Public Hearing
d. Close Public Hearing
e. Discussion
f. Consider Action

BACKGROUND:
This request is the first step in the Comprehensive Plan Amendment process. The adoption of the current Comprehensive Plan was on April 01, 2021 with the five year update provided on March 3, 2022. Since adoption of the plan, staff has updated the Future Land Use Map four times as described below.

1. 10/12/2021 – Updated the Activity Center located to the east of Hero Way and Ronald W Reagan Blvd to support large lot residential.
2. 03/03/2022 – City initiated an amendment to add more Employment Center. This amendment also updated the center referenced in the 10/12/2021 amendment to allow for large lot residential when the property is subject to Edwards Recharge Zone Requirements.
3. 04/07/2022 – Updated the Activity Center located to the southwest of the intersection to allow additional residential zoning.
4. 05/19/2022 – Updated the Multi-Use Corridor along Bagdad Road to allow residential zoning.

Staff has received direction from Council to make updates to the Comprehensive Plan with regards to reducing residential zoning permitted in Activity Centers and Employment Centers, update the Comprehensive Plan and Future Land Use Map to address changes to the Transportation Master Plan and provide clarity on some land use categories.

This amendment also includes a change to the Future Land Use Map to the southwest of the intersection of 183A Toll Road and Hero Way.

HISTORY/TIMELINE:
04/01/2021 Adoption of the Comprehensive Plan
10/12/2021 Update to the Future Land Use Map (Hampton Park Estates)
03/03/2022 Update #1 to the Comprehensive Plan

04/07/2022 Update to the Future Land Use Map (M Ranch)
05/19/2022 Update to the Future Land Use Map (Leander Estates)
02/16/2023 P&Z Provided a review of the Comprehensive Plan

APPLICANT/AGENT:
City of Leander

RECOMMENDATION:
Cory Dale, Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

1. CPA-23-0008 Att 1 Planning Analysis
2. CPA-23-0008 Att 2 FLU Map - Encourage Commercial
3. CPA-23-0008 Att 3 Proposed FLU Map - Encourage Commercial

PLANNING ANALYSIS

COMPREHENSIVE PLAN AMENDMENT CPA-23-0008
PLAN & FUTURE LAND USE MAP UPDATE

GENERAL INFORMATION

Applicant: City of Leander

Staff Contact: Cory Dale, Planner

REQUEST

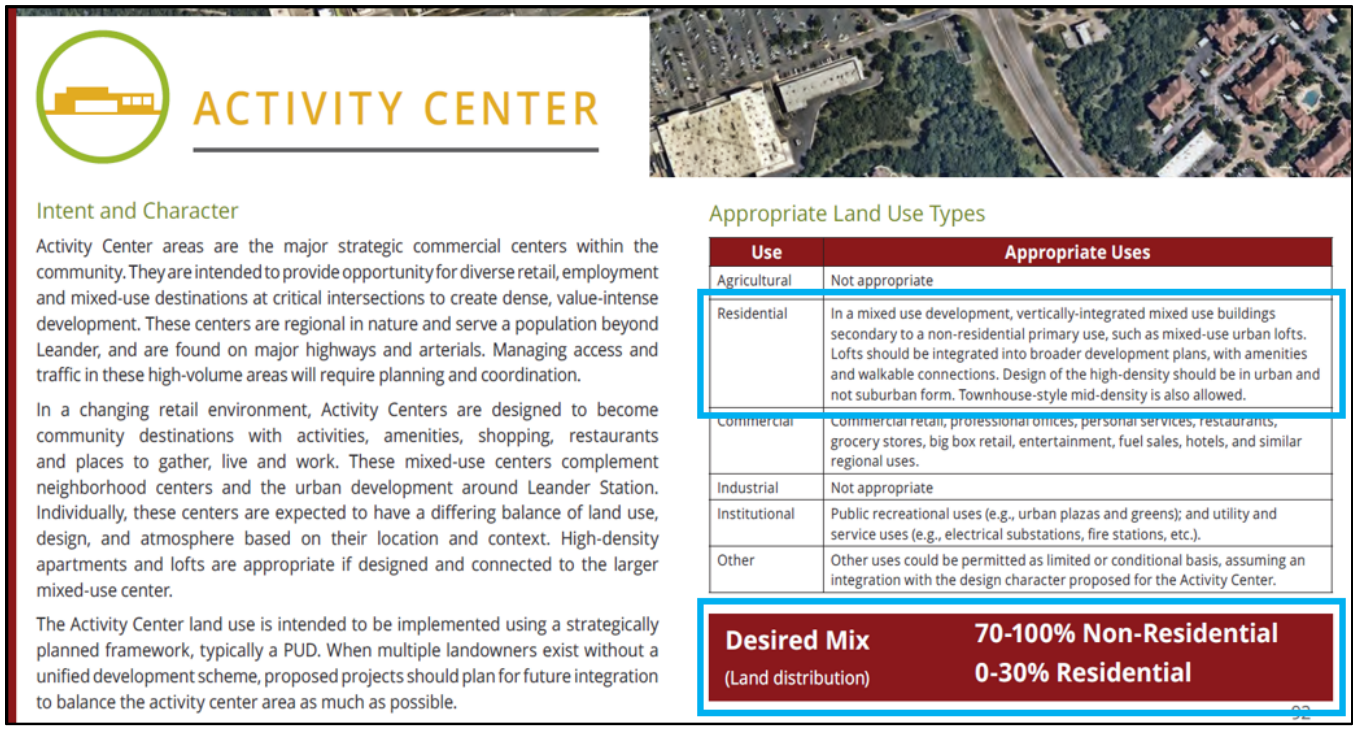
The purpose in this amendment is to update the Comprehensive Plan with regards to reducing residential zoning permitted in Activity Centers and Employment Centers, update the Comprehensive Plan and Future Land Use Map to address changes to the Transportation Master Plan and provide clarity on some land use categories.

COMPREHENSIVE PLAN TEXT UPDATES:

CHAPTER 4: COMMUNITY DIRECTION

ACTIVITY CENTER

CURRENT TEXT



ACTIVITY CENTER

Intent and Character

Activity Center areas are the major strategic commercial centers within the community. They are intended to provide opportunity for diverse retail, employment and mixed-use destinations at critical intersections to create dense, value-intense development. These centers are regional in nature and serve a population beyond Leander, and are found on major highways and arterials. Managing access and traffic in these high-volume areas will require planning and coordination.

In a changing retail environment, Activity Centers are designed to become community destinations with activities, amenities, shopping, restaurants and places to gather, live and work. These mixed-use centers complement neighborhood centers and the urban development around Leander Station. Individually, these centers are expected to have a differing balance of land use, design, and atmosphere based on their location and context. High-density apartments and lofts are appropriate if designed and connected to the larger mixed-use center.

The Activity Center land use is intended to be implemented using a strategically planned framework, typically a PUD. When multiple landowners exist without a unified development scheme, proposed projects should plan for future integration to balance the activity center area as much as possible.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate
Residential	In a mixed use development, vertically-integrated mixed use buildings secondary to a non-residential primary use, such as mixed-use urban lofts. Lofts should be integrated into broader development plans, with amenities and walkable connections. Design of the high-density should be in urban and not suburban form. Townhouse-style mid-density is also allowed.
Commercial	Commercial retail, professional offices, personal services, restaurants, grocery stores, big box retail, entertainment, fuel sales, hotels, and similar regional uses.
Industrial	Not appropriate
Institutional	Public recreational uses (e.g., urban plazas and greens); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Other uses could be permitted as limited or conditional basis, assuming an integration with the design character proposed for the Activity Center.

Desired Mix (Land distribution)	70-100% Non-Residential 0-30% Residential

92

PROPOSED CHANGES:

1. Update the Appropriate Land Use Types matrix to callout a desired mix of 0% residential and clarify this desired mix percentage for residential shall apply to the first story building footprints. This change is supported by the City Council passed Water Resolution.
2. Update the Appropriate Land Use Types matrix residential section to clarify residential (high-density apartments and/or lofts) are only allowed in a vertical mixed-use building or development and in support of commercial uses. This update is further strengthened by the verbiage contained under the Intent and Character Section where "High-density apartments and lofts are appropriate if designed and connected to the larger mixed-use center." This would typically be seen as a Planned Unit Development for a portion or whole of a site.

Code Assessment Considerations

- *Consider Activity Center zoning guidance for development that is likely to be memorialized as a PUD*
- *Consider creation of a mid-density multifamily district*
- *Consider including development incentives to signal priorities*
- *Study regional detention options in partnership with developers*
- *Access management and turning movement lanes for entry points*
- *Increase height requirements*
- *Reduce tree and landscaping requirements, but ensure quality streetscapes*
- *Reduce parking ratios and incentivized shared parking*

Guidance and Interpretation

The following recommendations should be considered for decision-making for zoning requests, development approvals, and regulatory adjustments:

- The size of the activity center is intended to be flexible if the proposed development still embodies the intent and character of the activity center classification.
- Development quality (architecture and landscaping) should be of higher quality.
- Although not required, regional detention should be encouraged to serve all parcels in an activity center. This allows for more intensity of use across the rest of the activity center.
- Internal vehicular and pedestrian interconnectivity among uses and parcels is required along with connection to adjacent development.
- Major entrance drives to the activity center should be designed with center planted medians.
- Site development configuration and circulation should account transit stops and accommodations.
- On-site parking should be first accommodated through decreased minimum parking requirements, followed by on-street parking, shared parking, and structured parking placed away from main pedestrian pathways. Individual surface lots for each parcel should not be required.
- Outparcels placed along arterial and collector roads should be developed and connected to serve the internal roads of the activity center.
- Building height and mass should be designed to maximize compatibility with adjacent uses, where the highest intensity is placed at the center of the activity center.
- The make-up of the center that includes the intersection of Ronald W Reagan Blvd and Hero Way may include up to 30% residential. Properties proposed for the SFR (Single-Family Rural) use component and located within the Edward's Aquifer Recharge Zone shall not county against the percentage.

Existing Zoning District Suitability

- Single-family Townhouse (SFT)
- Local Office (LO)
- Local Commercial (LC)
- General Commercial (GC)
- Planned Unit Development (PUD)

PROPOSED CHANGES:

1. Update Code Assessment Consideration to remove bullet point #2 – "consider creation of a mid-density multifamily district". Removal of this item is supported by spirit and intent of a vibrant, commercial oriented Activity Center.
2. Remove bullet point #10 under Guidance and Interpretation. This bullet allows up to 30% residential uses within the hard corner of Ronald Reagan and Hero Way intersection. Primary lots in this area already have a commercial zoning designation and would be better suited for commercial or mixed use development. Future access controlled improvements at the intersection of Ronald Reagan at Hero Way would lend itself to more commercial uses.
3. Remove Single-Family Townhouse designation under Existing Zoning District Suitability. Townhomes are not supportive of the current Water Resolution and do not align with the spirit and intent of the Activity Center designation.

EMPLOYMENT CENTER

CURRENT TEXT

EMPLOYMENT CENTER

Intent and Character

The Employment Center future land use category is for primary jobs and business in strategic locations. These areas are intended for regional-serving employment in planned campus-like environments for office, research, medical, manufacturing, light industrial, warehouse, and heavy commercial uses. To remain competitive in today's corporate marketplace, contemporary workforce-supporting elements such as amenities, retail and high-density residential are also encouraged in an integrated development pattern.

The Employment Center area is focused on meeting the plan goals of an attractive, high-quality business environment for investors to bring to Leander and grow/diversify the tax base. It complements other nearby regional mixed-use areas, but provides opportunities for larger-footprint, single-tenant buildings that can accommodate numerous employees. These areas may be developed with an auto-oriented, traditional character, or in a mixed-use urban design. In a planned environment, upper-story vertical mixed-residential is encouraged along with limited, integrated high-density residential-only buildings. Such scenarios should be tightly regulated to ensure the proper mix.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate
Residential	High-density residential may be allowed on a limited or conditional basis, only allowed as part of a mixed use development in vertically-integrated mixed use buildings, secondary to an employment use(s) in a project. Design of the high-density should be in urban and not suburban form. Single-family is not appropriate.
Commercial	Commercial retail, office, personal service, and restaurant uses, including drive-throughs. Retail uses are more appropriate for those types of uses which support the employment center but could be considered otherwise based on location and individual circumstances (e.g., at major intersections).
Industrial	Flexible office/warehouse, logistics and distribution centers, data centers, corporate offices and/or campuses, and light manufacturing.
Institutional	Utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Other uses could be permitted as limited or conditional basis, assuming integration with the design character for the Employment Center area.

Desired Mix (Land distribution) **80-100 Non-Residential 0-20% Residential**

Professional Office and Retail Strip

Office

Vertical Mixed-Use with Ground Floor Office/Retail

Guidance and Interpretation

The following recommendations should be considered for decision-making for zoning requests, development approvals, and regulatory adjustments:

- New non-residential development should be located on and take access from a collector or greater road classification, or an internal road network designed as part of a larger center.
- Areas within this category should adhere to the recommended mix of non-residential and residential, measured by land distribution. This should be interpreted as a broad area distribution and not a project-by-project required mix. Decisions should be made considering broader community goals and market indicators at the time of proposal.
- Landscaping and aesthetic enhancements should be focused along the perimeter, particularly on major streets and highways, to maintain an attractive gateway feeling.
- Heavy commercial and manufacturing uses should not be zoned adjacent to residential-planned or zoned areas. Such commercial users should take access from internal streets, where practical, and separated with transitional zoning districts and substantial buffering from residential.

Existing Zoning Suitability

- Local Office (LO)
- Local Commercial (LC)
- Planned Unit Development (PUD)
- General Commercial (GC)
- Heavy Commercial (HC)

Code Assessment Considerations

- *Create a "Corporate Campus" zoning district to distinguish the desired office complex in this setting—including amenities and limited residential—from the Local Office district.*
- *Parking lot and bufferyard landscaping should be used to soften auto-oriented uses and create a suburban character.*
- *Trucking and loading may be likely, as well as noise and lighting, so appropriate screening and distance are required to ensure compatibility with abutting less intense/dense development areas.*
- *Review height, setback, and lot coverage restrictions to ensure regulations are not too restrictive that they discourage development.*

EMPLOYMENT CENTER

Intent and Character

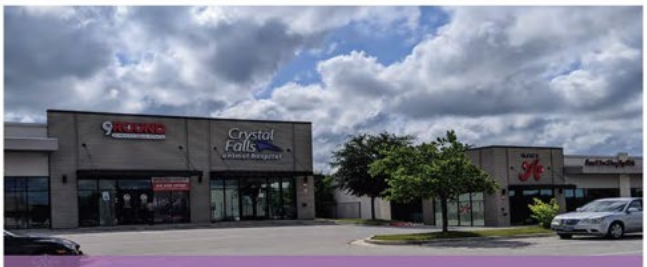
The Employment Center future land use category is for primary jobs and business in strategic locations. These areas are intended for regional-serving employment in planned campus-like environments for office, research, medical, manufacturing, light industrial, warehouse, and heavy commercial uses. To remain competitive in today's corporate marketplace, contemporary workforce-supporting elements such as amenities, retail and high-density residential are also encouraged in an integrated development pattern.

The Employment Center area is focused on meeting the plan goals of an attractive, high-quality business environment for investors to bring to Leander and grow/diversify the tax base. It complements other nearby regional mixed-use areas, but provides opportunities for larger-footprint, single-tenant buildings that can accommodate numerous employees. These areas may be developed with an auto-oriented, traditional character, or in a mixed-use urban design. In a planned environment, upper-story vertical mixed-residential is encouraged along with limited, integrated high-density residential-only buildings. Such scenarios should be tightly regulated to ensure the proper mix.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate
Residential	High-density residential may be allowed on a limited or conditional basis, only allowed as part of a mixed use development in vertically-integrated mixed use buildings, secondary to an employment use(s) in a project. Design of the high-density should be in urban and not suburban form. Single-family is not appropriate.
Commercial	Commercial retail, office, personal service, and restaurant uses, including drive-throughs. Retail uses are more appropriate for those types of uses which support the employment center but could be considered otherwise based on location and individual circumstances (e.g., at major intersections).
Industrial	Flexible office/warehouse, logistics and distribution centers, data centers, corporate offices and/or campuses, and light manufacturing.
Institutional	Utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Other uses could be permitted as limited or conditional basis, assuming integration with the design character for the Employment Center area.

Desired Mix (Land distribution)
80-100 Non-Residential
0-20% Residential



Professional Office and Retail Strip

Office

Vertical Mixed-Use with Ground Floor Office/Retail

Guidance and Interpretation

The following recommendations should be considered for decision-making for zoning requests, development approvals, and regulatory adjustments:

- New non-residential development should be located on and take access from a collector or greater road classification, or an internal road network designed as part of a larger center.
- Areas within this category should adhere to the recommended mix of non-residential and residential, measured by land distribution. This should be interpreted as a broad area distribution and not a project-by-project required mix. Decisions should be made considering broader community goals and market indicators at the time of proposal.
- Landscaping and aesthetic enhancements should be focused along the perimeter, particularly on major streets and highways, to maintain an attractive gateway feeling.
- Heavy commercial and manufacturing uses should not be zoned adjacent to residential-planned or zoned areas. Such commercial users should take access from internal streets, where practical, and separated with transitional zoning districts and substantial buffering from residential.

Existing Zoning Suitability

- Local Office (LO)
- Local Commercial (LC)
- Planned Unit Development (PUD)
- General Commercial (GC)
- Heavy Commercial (HC)

Code Assessment Considerations

- *Create a "Corporate Campus" zoning district to distinguish the desired office complex in this setting—including amenities and limited residential—from the Local Office district.*
- *Parking lot and bufferyard landscaping should be used to soften auto-oriented uses and create a suburban character.*
- *Trucking and loading may be likely, as well as noise and lighting, so appropriate screening and distance are required to ensure compatibility with abutting less intense/dense development areas.*
- *Review height, setback, and lot coverage restrictions to ensure regulations are not too restrictive that they discourage development.*

PROPOSED CHANGES:

1. Update the Appropriate Land Use Types matrix to callout a desired mix of 0% residential and clarify this desired mix percentage for residential shall apply to the first story building footprints. This change is supported by the City Council passed Water Resolution.
2. Begin research and development of the "Corporate Campus" zoning district under Code Assessment Consideration.
3. Remove reference to "limited, integrated high-density residential only buildings, with such scenarios being tightly regulated to ensure proper mix" within the Intent and Character section. This statement is in conflict with both the Water Resolution and the residential use statement under Appropriate Land Use Types matrix.
4. Add definition of Primary Employer:

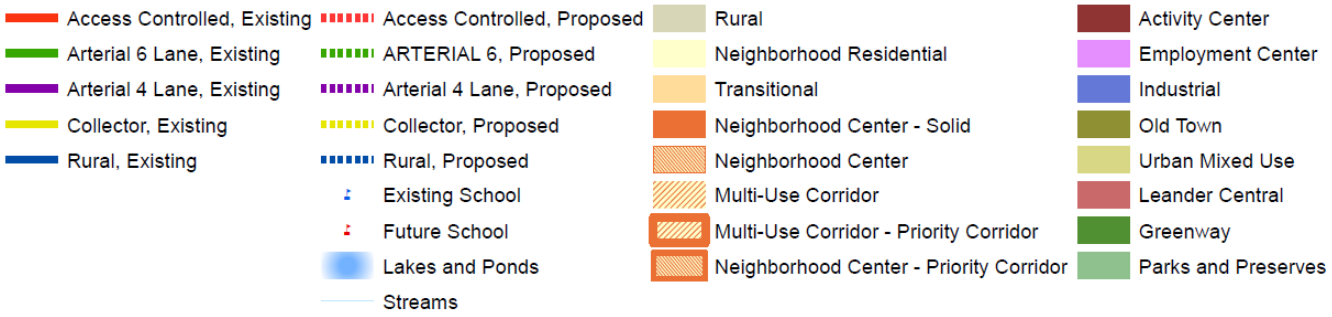
   A primary employer is a business and/or industry that produces goods or services for statewide, national, or international markets. The goods and services are exported to consumers outside of the local region, resulting in a stream of new income for the local economy. Common primary employers are manufacturing, medical and technology mixed-use developments.
5. Add definition of Campus-style Development:

   The campus-style development is intended for regional-serving, primary employers in a planned, campus-like environment for office, research, medical, manufacturing, light industrial and heavy commercial uses. This development type would typically be seen as a mixed-use planned development primarily consisting of non-residential uses supported by high-density, multi-story residential in an integrated pattern. Defining aspects of the campus style development would include large green space/buffering areas, collaborative spaces/zones, outdoor amenities for both workers and community and walkable sidewalks/bike lanes.

FUTURE LAND USE MAP UPDATES:

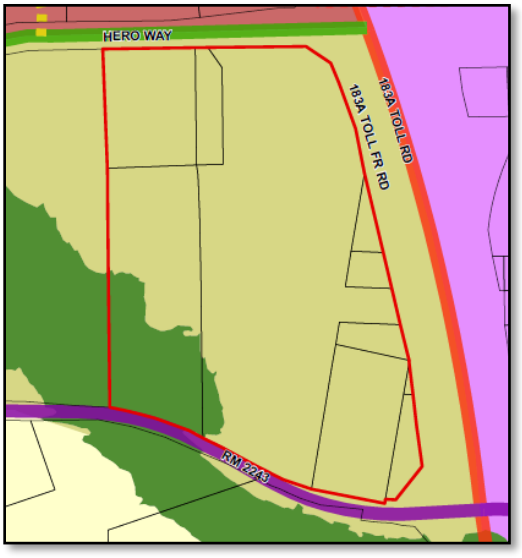
The Future Land Use Map update includes a change to the location of different land use categories in response to changes to the Transportation Master Plan, need for more large commercial areas and/or future extensions of roadways.

Below, please find a legend for the different land use categories and road types:

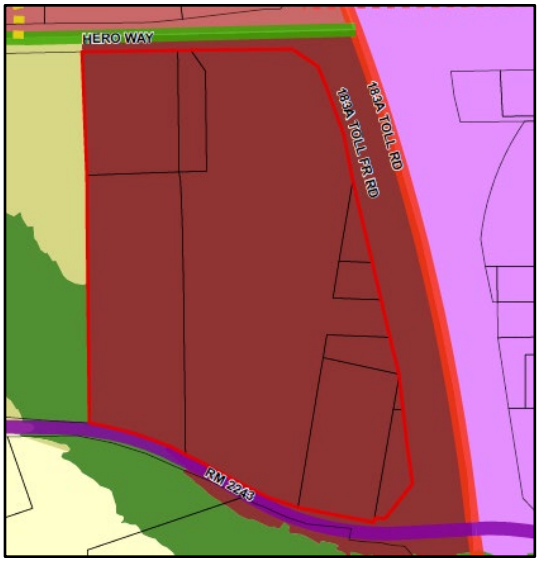


Northwest of the Intersection of 183A Toll Road and RM 2243 – Expands the Activity Center designation to encourage a greater percentage and desired mix of commercial uses along and supportive of 183A Toll Road. The future expansion and accelerated use of 183A Toll Road supports large employers and more commercial uses than residential.

CURRENT:



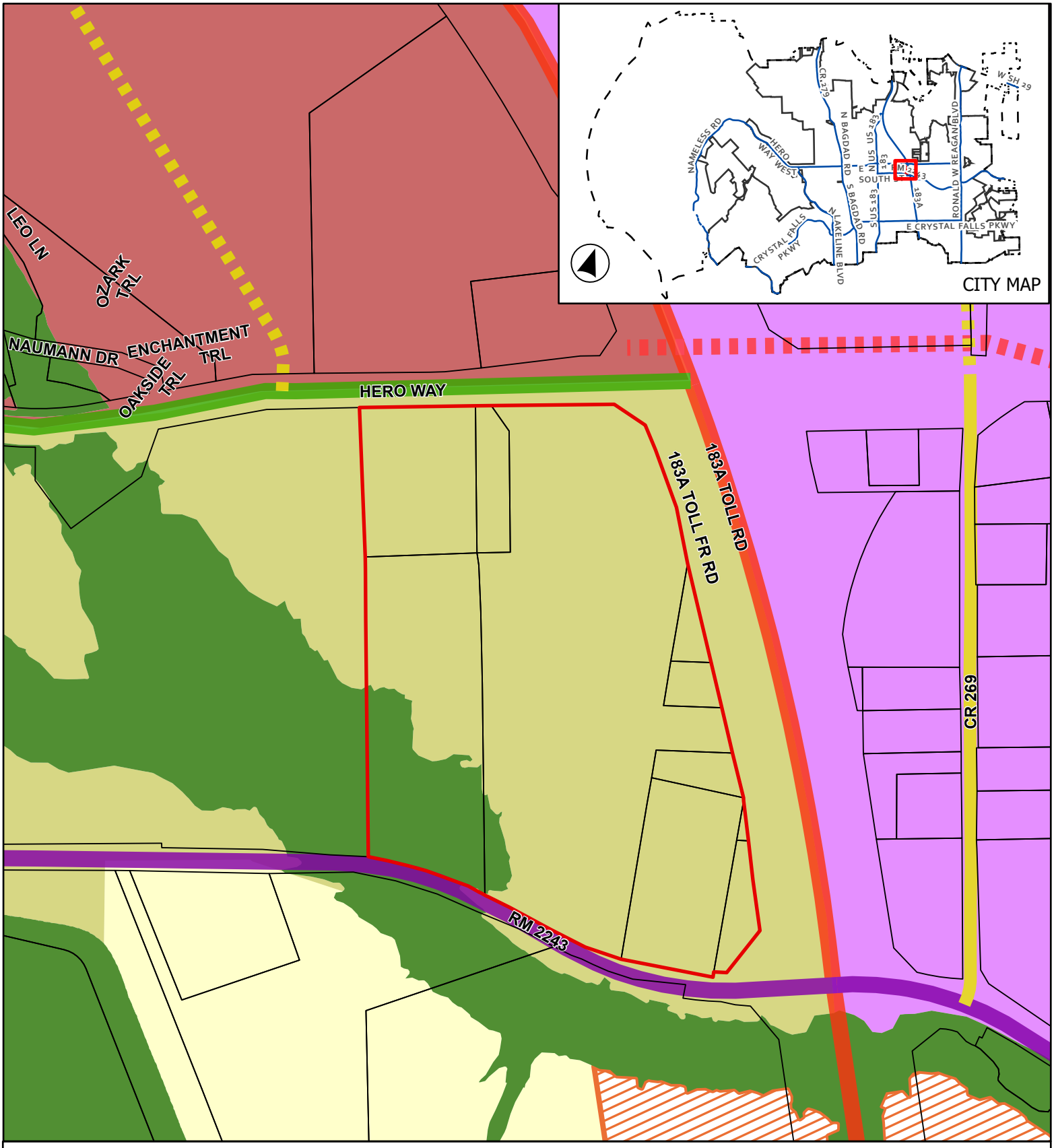
PROPOSED:



PUBLIC HEARING SCHEDULE:

NOTIFICATIONS:

11/22/2023 - Public Notice on Hill Country News
12/14/2023 - Planning and Zoning Commission Public Hearing
01/04/2023 - City Council Public Hearing & First Reading of the Ordinance



CASE: CPA-23-0008 **ATTACHMENT 2** **COMPREHENSIVE PLAN UPDATE ENCOURAGE COMMERCIAL**

Future Land Use Map

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0 185 370

Feet

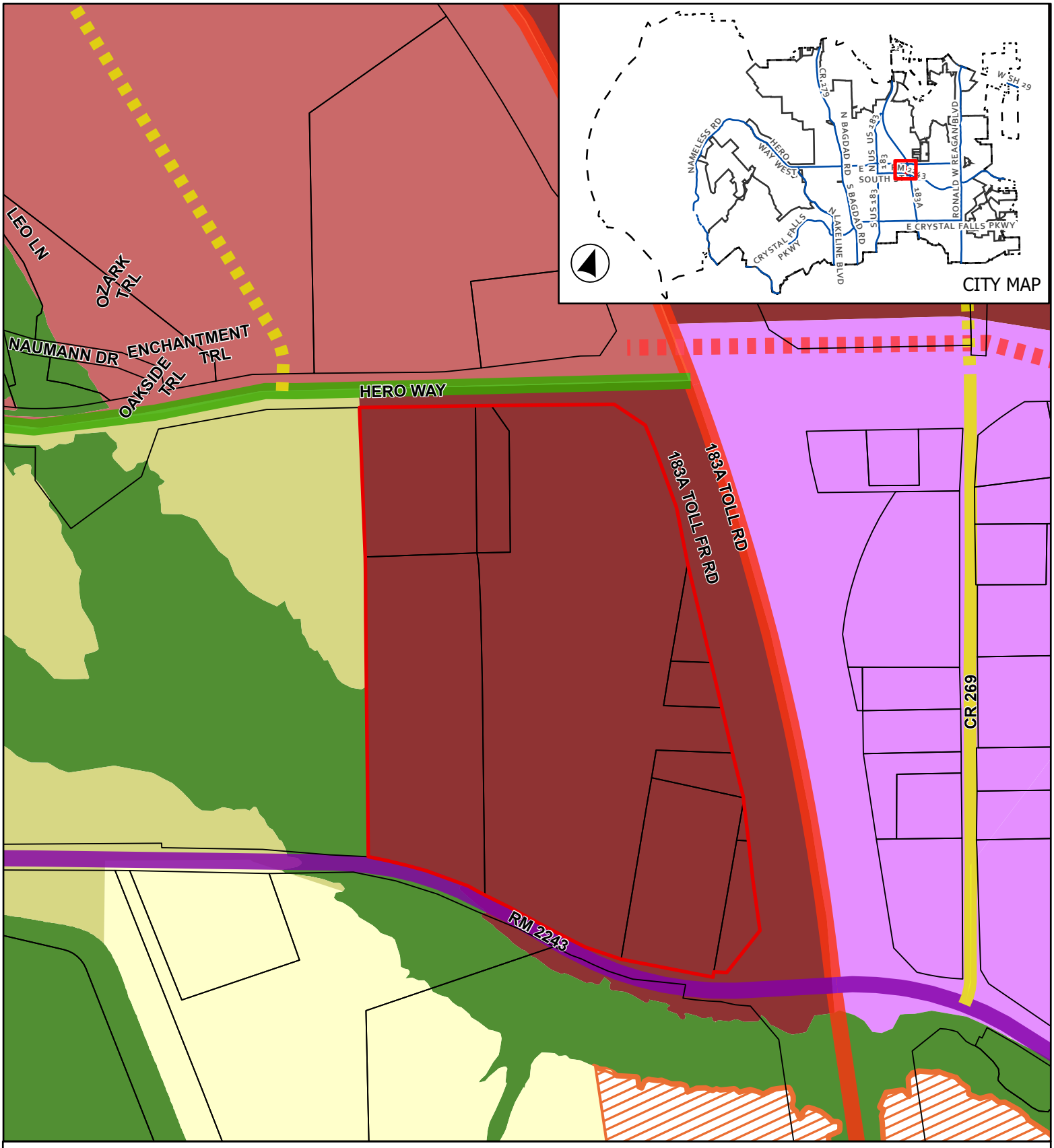
- Leander City Limits
- ETJ Boundary
- Subject Boundary

Thoroughfare Plan

- Access Controlled, Existing
- Arterial 6 Lane, Existing
- Arterial 4 Lane, Existing
- Collector, Existing
- Access Controlled, Proposed
- Collector, Proposed

Future Land Use

- Neighborhood Residential
- Multi-Use Corridor - Priority Corridor
- Employment Center
- Urban Mixed Use
- Leander Central
- Greenway



CASE: CPA-23-0008 **ATTACHMENT 3** **COMPREHENSIVE PLAN UPDATE ENCOURAGE COMMERCIAL**

Proposed Future Land Use Map

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0 185 370

Feet

- Leander City Limits
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- Subject Boundary

Thoroughfare Plan

- Access Controlled, Existing
- Arterial 6 Lane, Existing
- Arterial 4 Lane, Existing
- Collector, Existing
- Access Controlled, Proposed
- Collector, Proposed

Future Land Use

- Activity Center
- Employment Center
- Greenway
- Leander Central
- Multi-Use Corridor - Priority Corridor
- Neighborhood Residential
- Urban Mixed Use

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Discuss and consider action on Tree Removal Case TRP-23-0018 regarding removal of ten (10) Heritage Trees and fifteen (15) Significant Trees associated with the Heritage Grove Business Park Site Development Project located at 502 Heritage Grove Road, Leander, Williamson County, Texas.

a. Staff Presentation
b. Applicant Presentation
c. Discussion
d. Consider Action

BACKGROUND:
This request is the first step in the tree removal request process. This request includes the development of a business/warehouse park located off of Heritage Grove Road. During the site development process, the applicant is requesting to remove ten (10) Heritage Tree and fifteen (15) Significant Trees.

Staff recommends approval of this request.

HISTORY/TIMELINE:

APPLICANT/AGENT:
Langan Engineering (Emily Mahoney) on behalf of EastGroup Properties, LP (Reid Dunbar)

RECOMMENDATION:
Cory Dale, Planner

PRESENTER:
N/A

Fiscal Impact

Attachments:

1. TRP-23-0018 Att 1 Planning Analysis
2. TRP-23-0018 Att 2 Location Map
3. TRP-23-0018 Att 3 Aerial Map
4. TRP-23-0018 Att 4 Letter of Intent
5. TRP-23-0018 Att 5 Tree Removal Exhibit

6. TRP-23-0018 Att 6 Tree Inventory

PLANNING ANALYSIS

TREE REMOVAL CASE TRP-23-0018
HERITAGE GROVE WAREHOUSES

GENERAL INFORMATION

Owner/Agent: Langan Engineering (Emily Mahoney) on behalf of EastGroup Properties, LP (Reid Dunbar).

Current Zoning: PUD (Planned Unit Development)
Base zoning of HC-4-D (Heavy Commercial)

Size and Location: The property is located 502 Heritage Grove Road, including approximately 44.13 acres.

Staff Contact: Cory Dale,
Planner

APPLICANT REQUEST

The applicant has submitted a request to remove ten (10) Heritage Trees (a total of 303" caliper inches) and fifteen (15) Significant Trees (a total of 322.5" caliper inches) due to site development improvements on site. Per Composite Zoning Ordinance, Article VI, Section 1(c), removal of Heritage and/or Significant Trees greater than eighteen (18") caliper inches require the approval of the Planning and Zoning Commission and, in the case of Heritage Trees, the City Council.

This Commission will also notice, both the arborist report and tree removal exhibit contain three (3) Heritage Trees (tree numbers 251, 346 and 11240) and four (4) Significant Trees (tree numbers 216, 708, 711 and 10227) that will be removed without mitigation due to dead/diseased and hazardous designation by the arborist. These trees were included in the arborist report and tree removal exhibit for transparency.

SITE INFORMATION:

ABUTTING ZONING AND LAND USE:

	ZONING	LAND USE
NORTH	ETJ	Residential
EAST	HC-4-C	Undeveloped
SOUTH	PUD (SF)	Residential
WEST	SFC-2-B	Residential

SURROUNDING AREA:
This property is located at 502 Heritage Grove Road as parcel R651429. To the north of the property is large lot residential lots of Wiley Creek Estates Phase 2. The east tracts are undeveloped and zoned Heavy Commercial and Heavy Industrial. To the south and across Heritage Grove Road, is the Reserve at North Fork subdivision and to the east is the Haven Oaks subdivision.

PHYSICAL AND NATURAL FEATURES:
This property contains no floodplain and heavy tree cover towards the rear of the lot.

MAJOR CORRIDORS:
This property has access onto Heritage Grove Road.

EXISTING UTILITIES:
This property has access to both water and wastewater within the ROW of Heritage Grove.

CURRENT LAND USES:
This property is currently being used as residential.

APPROVAL CRITERIA:

The Composite Zoning Ordinance includes the following tree mitigation requirements:

- Up to 50% of Significant Trees between eight (8") and eighteen (18") caliper inches may be removed without mitigation. The replacement ratio is 1:1.
- Trees 18 to 26 caliper inches may be removed with the approval of the Commission and a replacement ratio of 2:1.
- Heritage Trees (>26) require approval by the Commission and Council, a replacement ratio of 3:1, and a removal fee in the amount of $300 per caliper inch.

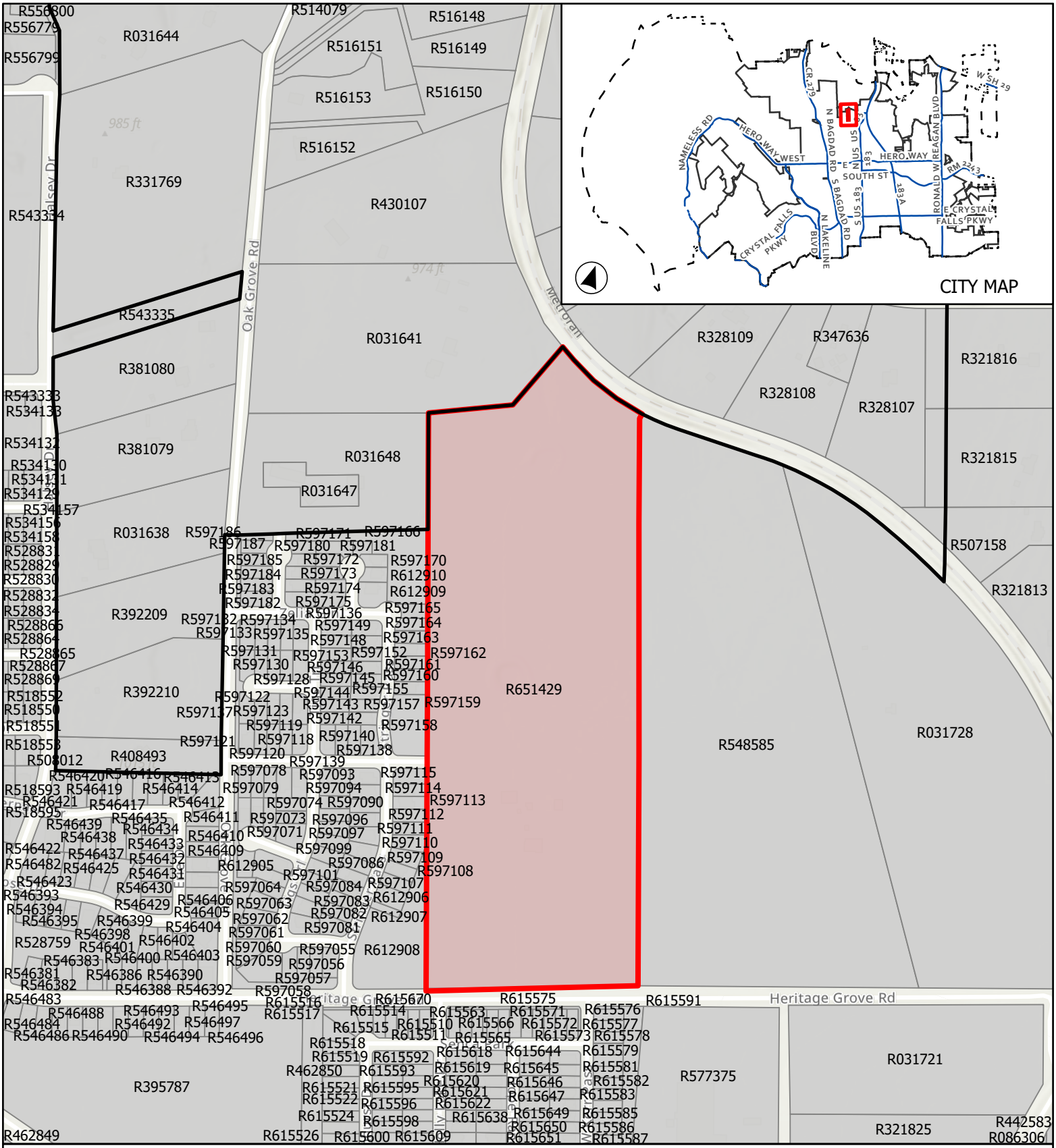
Below, please see the proposed tree removal calculations per the SD-23-0109 Heritage Grove Warehouses Site Development Permit:

Large Significant Trees Removed(2:1)		
Tree #	Species	Caliper Inch
203	Live Oak	22
246	Live Oak	18
345	Cedar	20.5
419	Live Oak	24
424	Live Oak	22
425	Live Oak	25.5
706	Live Oak	23.5
707	Live Oak	23
709	Live Oak	21
10748	Live Oak	19
10221	Live Oak	22.5
11456	Live Oak	18
12246	Live Oak	21.5
12419	Live Oak	18
13246	Live Oak	24

Heritage Trees Removed (3:1)		
Tree #	Species	Caliper Inch
202	Live Oak	28.5
238	Live Oak	28.5
247	Live Oak	27
250	Live Oak	33.5
252	Live Oak	33.5
253	Live Oak	31
426	Live Oak	30.5
751	Live Oak	29
11247	Live Oak	31.5
11419	Live Oak	30

Mitigation Calculations	
Heritage Inches Removed (3:1)	909"
Small Significant Total Inches Removed (50% of Trees need to be Mitigated For)	468.5"
Large Significant Inches Removed (2:1)	645"
Total Inches that need to be Mitigated	**2,022.5"**
Total Preserved Inches under 8" Caliper	1,417.5"
Preserved Inches ≥ 8" Caliper (Hackberry/Osage exempt)	2,371"
Total Preserved Inches Towards Mitigation	**3,788.5"**
Total Excess Preserved Inches	**1,766"**

Applicant will pay the $300 per caliper inch for heritage tree removal (303" caliper inches at $300 = $90,900) through the project account. For tree mitigation requirements, the applicant is applying tree preservation and understory credits toward mitigation requirements negating any fee-in-lieu, overplanting or oversized landscaping.


CITY MAP
Oak Grove Rd
Heritage Grove Rd
R031644
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R514079
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R516152
R331769
R430107
R543335
R031641
R381080
R543333
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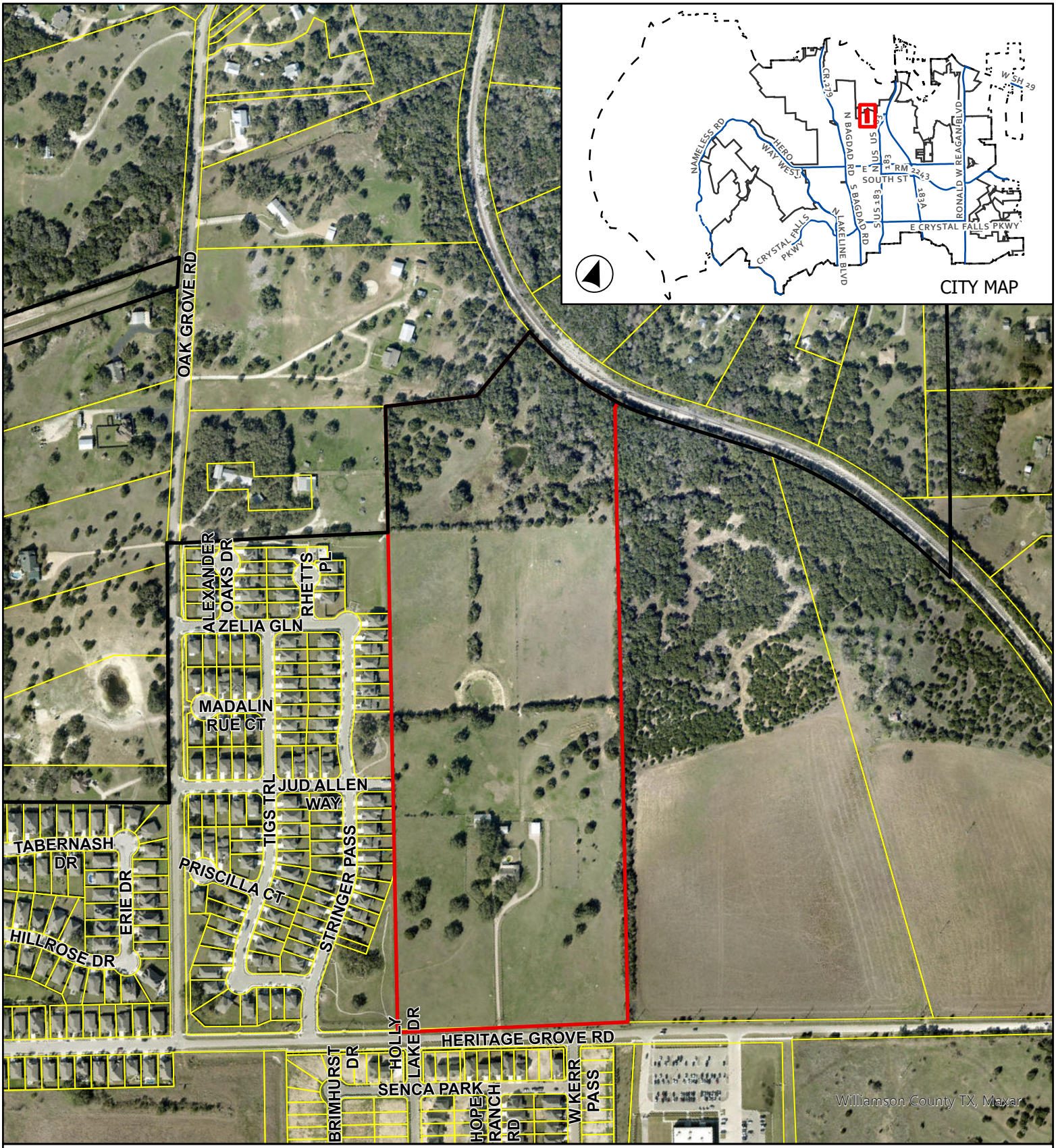

CASE: TRP-23-0018 **ATTACHMENT 3** **HERITAGE GROVE**

Aerial Map

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0 200 400

Feet

Leander City Limits

Subject Boundary

2 November 2023

City of Leander
705 Leander Drive
Leander, Texas 78641

Re: Letter of Intent
Tree Removal Request
Heritage Grove Road, Leander, Texas
Langan Project No.: 531020901

This letter of intent accompanies a submission for a significant and/or heritage tree removal request for a site located at 500 Heritage Grove Road, Leander, TX. The site is currently being designed as a speculative warehouse/business park including seven buildings totaling approximately 558,000 SF. There are multiple significant and heritage trees located on the existing site.

Tree Mann Solutions provided a detailed tree survey of the site in August 2022, the results of which are provided with this submittal. Following a significant storm event, Tree Mann Solutions reinspected the trees on the site to assess any storm damage in March 2023, the results of which are provided with this submittal. Photos of all surveyed trees are included in the provided excel document, and trees that were found to have health and viability concerns are clearly indicated.

There are several concentrated areas within the site that have a larger number of significant and heritage trees. These include the northern (rear) portion of the site, a group of trees in the vicinity of the previous home on the property, and a section along the southwestern property boundary. The site has been designed to protect as many trees as can reasonably be saved in these areas. As shown in the provided tree removal and mitigation plans, the site has left the majority of the northern portion untouched, with the access path for the water quality basin meandering through the trees to protect as many as possible. The trees located in the center and western sections of the site are being protected and designed around using tree wells and retaining walls to maintain their existing grade and protect their critical root zone. The site includes curvilinear internal drives as well as landscape islands to aid in the protection of these trees. With these design features, the site will protect 189 significant and heritage trees (>8”), of which 18 are large significant (>18”) and 12 are heritage trees (>26”).

While every effort has been made to design the site such that significant and heritage trees will be protected, there are trees whose locations are prohibitive to the development of the site. These trees are marked on the provided tree removal plan and identified to be removed. There are a total of 130 significant or heritage trees (>8”) proposed to be removed. Of these, 15 trees

are large significant trees (>18") and 10 trees are heritage trees (>26") which are in good health and are proposed to be removed. These 25 trees are the trees subject to Planning & Zoning review and the tree removal permit. The provided tree mitigation and landscape plans show the proposed improvements to compensate for the removal of these trees. Below is a summary of the large significant trees and heritage trees proposed for removal. Trees marked in red were found to be DDI or Poor Condition, and require no mitigation.

Heritage:

- T202, a 28.5" live oak, was found to be in fair condition.
- T238, a 28.5" live oak, was found to be in fair condition.
- T247, a 27" live oak, was found to be in fair condition.
- T250, a 33.5" live oak, was found to be in fair condition. It presented a history of previous failures with significant new growth present.
- T251, a 39" live oak, was found to be in poor condition due to a history of previous failures and significant decay present. This tree is not ideal for preservation.
- T252, a 33.5" live oak, was found to be in fair condition. It exhibited an upright trunk and extensive canopy that is heavy to the west due to competition.
- T253, a 31" live oak, was found to be in fair condition. There was some basal damage and peeling bark observed. Further advanced study is warranted if retention is desired.
- T346, a 35" cedar elm, was found to be DDI (dead, diseased, imminent hazard) due to extensive storm damage. This tree is recommended for removal.
- T426, a 30.5" live oak, was found to be in fair condition. It had a few previous failures observed throughout an otherwise healthy canopy.
- T751, a 29" live oak, was found to be in fair condition.
- Tree 11240, a 29" live oak, was found to be in poor condition. It is not an ideal preservation candidate.
- T11247, a 31.5" live oak, was found to be in fair condition. It was originally surveyed as part of T247 but is a separate tree per City of Leander code.
- T11419, a 30" live oak, was found to be in fair condition. It presented a large cavity on the trunk with moderate response growth. Further advanced study is warranted if retention is desired. It was originally surveyed as part of T419 but is a separate tree per City of Leander code.

Large, protected/others:

- T203, a 22" live oak, was found to be in fair condition.
- T216, a 13" live oak, was found to be in very poor condition (DDI) due to observed defects; removal recommended.
- T246, an 18" live oak, was found to be in fair condition.
- T345, a 20.5" cedar elm, was found to be in fair condition. It presented a cavity approximately 10' above grade with moderate to significant response growth present and moderate lean to the north. Further advanced study is warranted if retention is desired.
- T419, a 24" live oak, was found to be in fair condition.
- T424, a 22" live oak, was found to be in fair condition. It was significantly unbalanced to the NNE.
- T425, a 25.5" live oak, was found to be in fair condition.

- T706, a 23.5" live oak, was found to be in fair condition.
- T707, a 23" live oak, was found to be in fair condition.
- T708, a 19" live oak, was found to be in poor condition. Nearly 25% canopy loss and other damaged limbs due to storm. Not a suitable preservation candidate.
- T709, a 21" live oak, was found to be in fair condition.
- T711, a 17" live oak, was found to be in poor condition due to previous storm damage and is not an ideal preservation candidate.
- T10221, a 22.5" live oak, was found to be in fair condition. It was originally surveyed as part of T221 but is a separate tree per City of Leander code.
- T10227, a 17" live oak, was found to be in very poor condition (DDI) due to extensive storm damage; removal recommended.
- T10748, a 19" live oak, was found to be in fair condition. It was originally surveyed as part of T748 but is a separate tree per City of Leander code.
- T11456, an 18" live oak, was found to be in fair condition. It was originally surveyed as part of T456 but is a separate tree per City of Leander code.
- T12246, a 21.5" live oak, was found to be in fair condition. It was originally surveyed as part of T246 but is a separate tree per City of Leander code.
- T12419, an 18" live oak, was found to be in fair condition. It presented a history of previous failures likely related to the winter ice storm. Further advanced study is warranted if retention is desired. It was originally surveyed as part of T419 but is a separate tree per City of Leander code.
- T13246, a 24" live oak, was found to be in fair condition. It was originally surveyed as part of T246 but is a separate tree per City of Leander code.

Sincerely,
Langan Engineering and Environmental Services, Inc.

Emily Mahoney, PE, CFM, LEED AP BD+C, CPESC
Senior Project Manager / Sustainability Leader

\\langan.com\data\AUS\data9\531020901\Project Data_Discipline\Site Civil\Permit Apps\Tree Removal Permit\Letter of Intent.docx

Significant Trees Preserved (8" to 18")

Tree	Species	Caliper Inch
239	Live Oak	14.5
255	Live Oak	9.5
259	Live Oak	8.5
261	Live Oak	9
262	Live Oak	8.5
263	Live Oak	9.5
264	Live Oak	8.5
266	Live Oak	8
267	Live Oak	8
268	Live Oak	9
269	Live Oak	8
270	Live Oak	9
271	Cedar Elm	12.5
272	Live Oak	15
274	Cedar Elm	16.5
275	Live Oak	8
277	Live Oak	8
278	Live Oak	8
279	Cedar Elm	13
280	Live Oak	9
281	Live Oak	8
282	Live Oak	8.5
283	Live Oak	9
286	Live Oak	10.5
288	Live Oak	9.5
289	Live Oak	9
290	Live Oak	11
291	Live Oak	11
292	Live Oak	9.5
293	Live Oak	9
294	Live Oak	9
297	Live Oak	8
298	Live Oak	11
299	Live Oak	10
300	Live Oak	11
302	Live Oak	15.5
303	Live Oak	11
305	Cedar Elm	16.5
306	Live Oak	8
319	Live Oak	8
320	Live Oak	8.5
323	Live Oak	8
326	Live Oak	8
327	Live Oak	8
329	Live Oak	8
330	Live Oak	8
331	Live Oak	8
332	Live Oak	10.5
333	Live Oak	10
334	Live Oak	8.5
335	Live Oak	8.5
336	Live Oak	10.5
337	Live Oak	13.5
338	Live Oak	10
339	Live Oak	9.5
340	Live Oak	10
341	Live Oak	8
342	Live Oak	10
343	Live Oak	11
347	Live Oak	10
348	Live Oak	9
349	Live Oak	8
353	Live Oak	11
354	Live Oak	8
355	Live Oak	8
356	Live Oak	9.5
357	Live Oak	9.5
358	Live Oak	9.5
360	Live Oak	8
361	Live Oak	9
362	Live Oak	8
363	Live Oak	8
364	Live Oak	8.5
365	Live Oak	9
366	Cedar Elm	11.5
367	Cedar Elm	16.5
401	Live Oak	10
402	Live Oak	8
403	Live Oak	9.5
404	Live Oak	9.5
405	Live Oak	9
406	Live Oak	9
407	Live Oak	9.5
408	Live Oak	10
409	Live Oak	9.5
410	Live Oak	8
411	Cedar Elm	12.5
412	Live Oak	8
414	Live Oak	8
415	Live Oak	8
416	Cedar Elm	17.5
417	Live Oak	8
480	Live Oak	8
481	Live Oak	8.5
482	Live Oak	15.5
483	Live Oak	8.5
485	Live Oak	8
486	Live Oak	9
488	Live Oak	8
489	Live Oak	9.5
490	Live Oak	9.5
492	Live Oak	8
493	Live Oak	8
494	Live Oak	8.5
495	Live Oak	8
500	Live Oak	17.5
10271	Cedar Elm	16
10272	Live Oak	9
10337	Live Oak	10
11271	Cedar Elm	13
11337	Live Oak	9.5
11411	Cedar Elm	9
12411	Cedar Elm	15
223	Live Oak	14
225	Live Oak	16
226	Live Oak	15.5
227	Live Oak	15
228	Live Oak	12.5
229	Live Oak	15.5
239	Live Oak	14.5
720	Bur Oak	9
304	Live Oak	7
284	Live Oak	7
285	Live Oak	7
254	Live Oak	8.5
413	Live Oak	7.5
256	Live Oak	7.5
265	Live Oak	7
276	Live Oak	6.5
484	Live Oak	7
487	Live Oak	7.5
491	Live Oak	5.5
496	Live Oak	6
497	Live Oak	7.5
301	Live Oak	16
302	Cedar Elm	15.5
307	Live Oak	12.5
308	Live Oak	11.5
309	Live Oak	9
310	Live Oak	9
311	Live Oak	10.5
312	Live Oak	10.5
313	Live Oak	10.5
314	Live Oak	8.5
315	Live Oak	8
316	Live Oak	9.5
317	Live Oak	8
318	Live Oak	8
321	Live Oak	9
322	Live Oak	9.5
343	Live Oak	11
347	Live Oak	10
350	Live Oak	10.5
351	Live Oak	9
352	Live Oak	8
353	Live Oak	11
10301	Live Oak	12.5
10312	Live Oak	8
10236	Live Oak	16.5

Heritage Trees Preserved

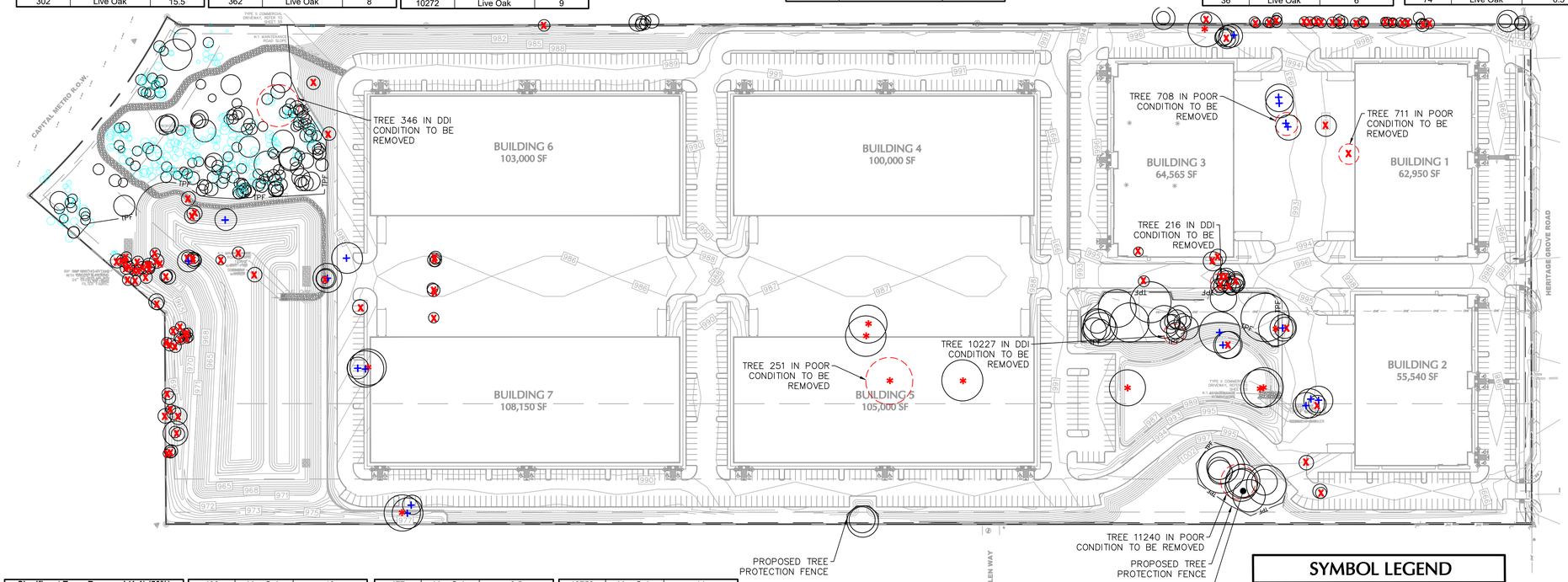
Tree	Species	Caliper Inch
240	Live Oak	27.5
243	Live Oak	27
10002	Live Oak	26
12239	Live Oak	39
12240	Live Oak	26.5
201	Live Oak	38
231	Live Oak	33
232	Live Oak	31.5
233	Live Oak	30.5
235	Live Oak	28
236	Live Oak	28.5
242	Live Oak	32

Large Significant Trees Preserved (18" to 26")

Tree	Species	Caliper Inch
257	Live Oak	25.5
258	Live Oak	18
273	Cedar Elm	18.5
10305	Cedar Elm	19
325	Cedar Elm	18.5
328	Cedar Elm	21.5
359	Cedar Elm	22
10001	Live Oak	21.5
11239	Live Oak	20
13239	Live Oak	18.5
13240	Live Oak	24
219	Live Oak	22
222	Live Oak	19.5
224	Live Oak	20
234	Live Oak	21
237	Live Oak	20
241	Live Oak	21.5
243	Live Oak	27

Undersized Trees Being Preserved

Tree	Species	Caliper Inch
1	Live Oak	5.5
2	Live Oak	6.5
3	Live Oak	6
4	Live Oak	7.5
5	Live Oak	4
6	Live Oak	5.5
7	Live Oak	6
8	Live Oak	7
9	Cedar Elm	7
10	Live Oak	6.5
11	Live Oak	7
12	Cedar Elm	5
13	Live Oak	7.5
14	Live Oak	7
15	Live Oak	7
16	Live Oak	7
17	Live Oak	6.5
18	Live Oak	6
19	Live Oak	6.5
20	Live Oak	6.5
21	Live Oak	4.5
22	Live Oak	7.5
23	Live Oak	6.5
24	Live Oak	6
25	Live Oak	5.5
26	Live Oak	7.5
27	Live Oak	6.5
28	Live Oak	5.5
29	Live Oak	5
30	Live Oak	6.5
31	Live Oak	5
32	Live Oak	7.5
33	Live Oak	4.5
34	Live Oak	7
35	Live Oak	7.5
36	Live Oak	6
37	Live Oak	4.5
38	Gum Bumelia	6
39	Live Oak	7
40	Live Oak	6.5
41	Live Oak	7
42	Live Oak	4.5
43	Live Oak	6.5
44	Live Oak	7
45	Live Oak	6
46	Live Oak	7
47	Live Oak	5.5
48	Live Oak	7
49	Live Oak	6.5
50	Live Oak	5.5
51	Live Oak	3
52	Live Oak	7.5
53	Live Oak	5.5
54	Live Oak	7
55	Live Oak	5
56	Live Oak	6
57	Live Oak	7
58	Live Oak	5.5
59	Live Oak	5.5
60	Live Oak	5.5
61	Live Oak	5.5
62	Live Oak	4.5
63	Live Oak	4.5
64	Live Oak	6
65	Live Oak	6.5
66	Live Oak	5
67	Live Oak	7
68	Live Oak	4
69	Live Oak	6.5
70	Live Oak	5
71	Live Oak	5
72	Live Oak	3.5
73	Live Oak	4
74	Live Oak	6.5
75	Live Oak	5.5
76	Live Oak	6.5
77	Live Oak	5
78	Live Oak	4.5
79	Live Oak	3
80	Live Oak	3.5
81	Live Oak	4.5
82	Live Oak	4
83	Live Oak	4.5
84	Live Oak	6
85	Live Oak	7
86	Live Oak	6
87	Live Oak	7.5
88	Live Oak	6.5
89	Live Oak	6
90	Live Oak	7
91	Live Oak	6.5
92	Live Oak	7.5
93	Live Oak	5
94	Live Oak	7.5
95	Live Oak	5.5
96	Live Oak	7
97	Live Oak	7.5
98	Live Oak	7.5
99	Live Oak	4
100	Live Oak	6
101	Live Oak	7
102	Live Oak	7.5
103	Live Oak	7
104	Live Oak	6.5
105	Live Oak	5
106	Live Oak	5
107	Live Oak	6
108	Live Oak	6.5
109	Live Oak	6.5
110	Live Oak	5
111	Live Oak	6.5
112	Live Oak	6.5
113	Live Oak	6.5
114	Live Oak	6.5
115	Live Oak	5
116	Live Oak	4
117	Live Oak	4
118	Live Oak	3
119	Live Oak	5
120	Live Oak	5.5
121	Live Oak	6.5
122	Cedar Elm	3
123	Live Oak	3
124	Live Oak	2.5
125	Live Oak	7.5
126	Live Oak	7.5
127	Live Oak	4
128	Live Oak	5
129	Live Oak	6
130	Live Oak	7
131	Live Oak	6.5
132	Live Oak	7.5
133	Live Oak	5.5
134	Live Oak	6
135	Live Oak	6
136	Live Oak	6
137	Live Oak	6.5
138	Live Oak	6.5
139	Live Oak	6.5
140	Live Oak	6.5
141	Live Oak	7
142	Live Oak	6.5
143	Live Oak	5.5
144	Live Oak	7
145	Live Oak	5
146	Live Oak	7.5
147	Live Oak	5
148	Live Oak	5
149	Live Oak	5.5
150	Live Oak	5
151	Live Oak	5
152	Live Oak	5
153	Live Oak	4
154	Live Oak	7
155	Live Oak	6.5
156	Live Oak	5
157	Live Oak	6
158	Live Oak	5.5
159	Live Oak	6
160	Live Oak	7.5
161	Live Oak	7
162	Live Oak	5.5
163	Live Oak	6
164	Live Oak	6
165	Live Oak	4.5
166	Live Oak	4
167	Live Oak	7
168	Live Oak	4
169	Live Oak	4
170	Live Oak	5
171	Live Oak	3
172	Live Oak	4
173	Live Oak	6
174	Live Oak	6.5
175	Live Oak	7
176	Live Oak	7
177	Live Oak	4.5
178	Live Oak	5.5
179	Live Oak	5.5
180	Live Oak	6
181	Live Oak	6.5
182	Live Oak	5
183	Live Oak	6.5
184	Live Oak	7.5
185	Live Oak	6
186	Live Oak	7
187	Cedar Elm	5.5
188	Live Oak	6
189	Live Oak	4.5
190	Live Oak	6
191	Live Oak	5.5
192	Live Oak	6.5
193	Live Oak	7
194	Live Oak	6.5
195	Live Oak	5.5
196	Live Oak	5
197	Live Oak	6
198	Live Oak	7.5
199	Live Oak	4.5
200	Live Oak	7
201	Live Oak	4.5
202	Live Oak	5.5
203	Live Oak	6
204	Live Oak	6
205	Live Oak	6
206	Cedar Elm	2
207	Cedar Elm	2
208	Cedar Elm	2
209	Cedar Elm	2.5
210	Live Oak	4
211	Live Oak	5.5
212	Live Oak	7.5
213	Live Oak	7
214	Live Oak	6.5
215	Live Oak	7
216	Live Oak	6.5
217	Live Oak	5.5
218	Live Oak	6
219	Live Oak	5.5
220	Live Oak	5.5
221	Live Oak	5.5
222	Live Oak	7
223	Live Oak	6.5
225	Live Oak	6
226	Live Oak	6.5
227	Live Oak	6
228	Live Oak	6
229	Live Oak	4
230	Live Oak	6
231	Live Oak	6.5
232	Live Oak	6
233	Live Oak	6.5
234	Live Oak	5.5
235	Live Oak	7
236	Live Oak	7
237	Live Oak	7.5
238	Live Oak	5
239	Live Oak	7
301	Live Oak	7.5
302	Live Oak	4
303	Live Oak	4
304	Live Oak	6
305	Live Oak	5.5
306	Live Oak	5.5



Significant Trees Removed (1:1) (50%)

Tree #	Species	Caliper Inch
204	Live Oak	11
205	Live Oak	14.5
206	Live Oak	13.5
207	Live Oak	14
208	Live Oak	15.5
209	Live Oak	13
210	Live Oak	12.5
211	Live Oak	10
212	Live Oak	14.5
213	Live Oak	15
214	Live Oak	14
215	Live Oak	13
217	Live Oak	12
218	Live Oak	13.5
221	Live Oak	16
248	Pecan	13.5
249	Pecan	16
287	Live Oak	11.5
370	Live Oak	11
371	Live Oak	11
420	Live Oak	8.5
421	Live Oak	8
423	Live Oak	10
428	Live Oak	9
429	Live Oak	12
430	Live Oak	12
431	Live Oak	11.5
432	Live Oak	14
433	Live Oak	8
434	Live Oak	11
435	Live Oak	9.5
436	Live Oak	10
437	Live Oak	10.5
438	Live Oak	8.5
440	Live Oak	8.5
441	Live Oak	8
442	Live Oak	8.5
444	Live Oak	8
445	Live Oak	8.5
446	Live Oak	8.5
447	Live Oak	8
448	Live Oak	8
455	Live Oak	11
456	Live Oak	12
457	Live Oak	9.5
458	Live Oak	10
459	Live Oak	12
460	Live Oak	8
461	Live Oak	11
462	Live Oak	11
463	Live Oak	12
464	Live Oak	8.5
465	Live Oak	9.5
466	Live Oak	10
467	Live Oak	9
468	Live Oak	8.5
469	Live Oak	10
470	Live Oak	13
471	Live Oak	10
472	Live Oak	8.5
473	Live Oak	9.5
474	Live Oak	10
475	Live Oak	9
476	Live Oak	9.5
477	Live Oak	9.5
478	Live Oak	11.5
479	Live Oak	9
710	Live Oak	17.5
716	Live Oak	9
719	Live Oak	8
722	Red Oak	8
723	Live Oak	8
724	Live Oak	8
726	Live Oak	9
729	Live Oak	8
730	Live Oak	8.5
732	Live Oak	10
733	Live Oak	9
734	Live Oak	9.5
735	Live Oak	9
737	Live Oak	8
738	Live Oak	8
739	Live Oak	9.5
740	Live Oak	8
742	Live Oak	8
743	Live Oak	9.5
744	Live Oak	8
745	Live Oak	8.5
746	Live Oak	8.5
747	Live Oak	8
748	Live Oak	15
749	Live Oak	14.5
750	Live Oak	11
752	Live Oak	9
755	Bur Oak	8
10750	Live Oak	14
11203	Live Oak	17.5
11246	Live Oak	14.5
11345	Live Oak	16.5
11429	Live Oak	11
11459	Live Oak	10
12345	Live Oak	15
12427	Live Oak	9
12429	Live Oak	9.5
12459	Live Oak	9.5

Large Significant Trees Removed(2:1)

Tree #	Species	Caliper Inch
203	Live Oak	22
246	Live Oak	18
345	Cedar	20.5
419	Live Oak	24
424	Live Oak	22
425	Live Oak	25.5
706	Live Oak	23.5
707	Live Oak	23
709	Live Oak	21
10748	Live Oak	19
10221	Live Oak	22.5
11456	Live Oak	18
12246	Live Oak	21.5
12419	Live Oak	18
13246	Live Oak	24

DDI/Poor Trees Removed (No Mitigation)

Tree #	Condition	Caliper Inch
216	DDI	13
251	Poor	39
346	DDI	35
708	Poor	19
711	Poor	17
10227	DDI	17
11240	Poor	29

Heritage Trees Removed (3:1)

Tree #	Species	Caliper Inch
202	Live Oak	28.5
238	Live Oak	28.5
247	Live Oak	27
250	Live Oak	33.5
252	Live Oak	33.5
253	Live Oak	31
426	Live Oak	30.5
751	Live Oak	29
11247	Live Oak	31.5
11419	Live Oak	30

Mitigation Calculations	
Heritage Inches Removed (3:1)	909"
Small Significant Total Inches Removed (50% of Trees need to be Mitigated For)	468.5"
Large Significant Inches Removed (2:1)	645"
Total Inches that need to be Mitigated	**2,022.5"**
Total Preserved Inches under 8" Caliper	1,417.5"
Preserved Inches > 8" Caliper (Hackberry/Osage exempt)	2,371"
Total Preserved Inches Towards Mitigation	**3,788.5"**
Total Excess Preserved Inches	**1,766"**

Landscape Requirements	
2 Trees needed for Every 600 Sqft of Required Landscape @191,440 Sqft	638 Trees
1 Tree needed for Every 600 Sqft of Required Front Setback @1,779 Sqft	3 Trees
Total Number of Trees Required on Site	641 Trees
Preserved Existing Large Significant Trees Greater than 18" in Caliper size that can go towards Requirement Above (In Inches)	360"
Preserved Large Significant Inches Greater than 18" that goes towards the landscape requirements is calculated at 1"= 1 Tree	360 Trees
Proposed Trees Still Needed to Meet the Landscape Requirement of 2 Trees every 600 Sqft	281 Trees
Total Excess Preserved Inches after Preserved Large Significant Trees above 18" Caliper went towards landscape requirements	1,406"

SYMBOL LEGEND

- SIGNIFICANT TREES TO BE REMOVED
- LARGE SIGNIFICANT TREES TO BE REMOVED
- HERITAGE TREES TO BE REMOVED
- TREES TO BE PRESERVED
- UNDERSIZED TREES TO BE PRESERVED
- DDI/POOR TREES TO BE REMOVED

NOTES:
1. ALL LARGE SIGNIFICANT TREES BEING PRESERVED EXCEPT "TREE 258" AND "TREE 230" IS COUNTED TOWARDS THE LANDSCAPE TREE REQUIREMENT OF 2 TREES EVERY 600 SQFT OF LANDSCAPE AREA REQUIRED FOR THE WHOLE SITE.
2. ONLY 50% OF THE SMALL SIGNIFICANT TREES REMOVED ARE COUNTED TOWARDS THE MITIGATION.
3. EXISTING PRESERVED TREES UNDER 8" CALIPER HAD A TOTAL OF 1,417.5" THAT WAS USED TOWARDS MEETING MITIGATION.
4. A TOTAL OF 1,406" EXCESS PRESERVED INCHES AFTER MITIGATION AND THE MAX AMOUNT OF LARGE SIGNIFICANT INCHES TOWARDS LANDSCAPE TREE REQUIREMENT WERE MET.

TREE SURVEY NOTES:
1. ORIGINAL TREE SURVEY DONE BY CIVIL & ENVIRONMENTAL CONSULTANTS, INC. IN JANUARY 7, 2021
2. UPDATED TREE SURVEY DONE BY TREE MAN SOLUTIONS IN AUGUST 29, 2022.
3. UPDATED TREE SURVEY DONE BY TREE MAN SOLUTIONS IN MARCH 01, 2023.
4. UPDATED TREE SURVEY FOR UNDERSIZED TREES DONE BY TREE MAN SOLUTIONS IN JUNE 19, 2023.
5. UPDATED TREE INVENTORY DONE BY TREE MAN SOLUTIONS IN SEPTEMBER 25, 2023

100 0 50 100
SCALE: 1 INCH = 100 FEET

Date	Description	No.
9/26/23	RESUBMISSION TO CITY OF LEANDER	1

Revisions

REGISTERED LANDSCAPE ARCHITECT JAYNE SPECTOR 3031 STATE OF TEXAS

JAYNE SPECTOR, PLA
TEXAS LIC NO. 3031

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TBPE Firm REG. #F-13709

Project
HERITAGE GROVE ROAD
LEANDER
WILLIAMSON COUNTY TEXAS

Drawing Title
TREE REMOVAL EXHIBIT

Project No.	531020901
Date	10/26/2023
Drawn By	DH
Checked By	AW/JS
Drawing No.	8
Sheet	8 of 63

LANGAN
Project No. 531020901

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Date: 10/26/2023 Time: 15:55 User: dholland Style Table: Langan.stb Layout: 8 EXISTING CONDITIONS & DEMOLITION PLAN Document Code: 531020901-0301-CD101-0101

09/25/2023

East Group Properties
500 Heritage Grove Rd.
Leander, TX, 78641

Thank you for the opportunity to serve you on this task. Tree identification, measurement, inspection, and arboriculture consultation were performed by a board-certified master arborist team which through related training and experience are familiar with the techniques and equipment used in such operations.

TMS was contacted regarding a property being studied for construction. The team wanted a better understanding of trees on site and their potential impacts/benefits to the project.

Summary:

- Tree Mann Solutions evaluated 13x Heritage (26”+), 16x large, protected (18-25.9”), and 3x smaller protected (8-17.9") trees proposed for removal with development of the subject property.

    - **Heritage:**
        - **T202,** a 28.5” live oak, was found to be in fair condition.
        - **T238,** a 28.5” live oak, was found to be in fair condition.
        - **T247,** a 27” live oak, was found to be in fair condition.
        - **T250,** a 33.5” live oak, was found to be in fair condition. It presented a history of previous failures with significant new growth present.
        - **T251,** a 39” live oak, was found to be in poor condition due to a history of previous failures and significant decay present. This tree is not ideal for preservation.
        - **T252,** a 33.5” live oak, was found to be in fair condition. It exhibited an upright trunk and extensive canopy that is heavy to the west due to competition.
        - **T253,** a 31” live oak, was found to be in fair condition. There was some basal damage and peeling bark observed. Further advanced study is warranted if retention is desired.
        - **T346,** a 35” cedar elm, was found to be DDI (dead, diseased, imminent hazard) due to extensive storm damage. This tree is recommended for removal.
        - **T426,** a 30.5” live oak, was found to be in fair condition. It had a few previous failures observed throughout an otherwise healthy canopy.
        - **T751,** a 29” live oak, was found to be in fair condition.
        - **T11240,** a 29" live oak, was found to be in poor condition. It is not an ideal preservation candidate.
        - **T11247,** a 31.5” live oak, was found to be in fair condition. It was originally surveyed as part of T247 but is a separate tree per City of Leander code.
        - **T11419,** a 30” live oak, was found to be in fair condition. It presented a large cavity on the trunk with moderate response growth. Further advanced study is warranted if retention is desired. It was originally surveyed as part of T419 but is a separate tree per City of Leander code.

    - **Large, protected/others:**
        - **T203,** a 22” live oak, was found to be in fair condition.
        - **T216,** a 13” live oak, was found to be in very poor condition (DDI) due to observed defects; removal recommended.
        - **T246,** an 18” live oak, was found to be in fair condition.
        - **T345,** a 20.5” cedar elm, was found to be in fair condition. It presented a cavity approximately 10’ above grade with moderate to significant response growth present and moderate lean to the north. Further advanced study is warranted if retention is desired.
        - **T419,** a 24” live oak, was found to be in fair condition.
        - **T424,** a 22” live oak, was found to be in fair condition. It was significantly unbalanced to the NNE.
        - **T425,** a 25.5” live oak, was found to be in fair condition.
        - **T706,** a 23.5” live oak, was found to be in fair condition.
        - **T707,** a 23” live oak, was found to be in fair condition.
        - **T708,** a 19” live oak, was found to be in poor condition. Nearly 25% canopy loss and other damaged limbs due to storm. Not a suitable preservation candidate.
        - **T709,** a 21” live oak, was found to be in fair condition.

- **T711,** a 17” live oak, was found to be in poor condition due to previous storm damage and is not an ideal preservation candidate.
- **T10221,** a 22.5” live oak, was found to be in fair condition. It was originally surveyed as part of T221 but is a separate tree per City of Leander code.
- **T10227,** a 17” live oak, was found to be in very poor condition (DDI) due to extensive storm damage; removal recommended.
- **T10748,** a 19” live oak, was found to be in fair condition. It was originally surveyed as part of T748 but is a separate tree per City of Leander code.
- **T11456,** an 18” live oak, was found to be in fair condition. It was originally surveyed as part of T456 but is a separate tree per City of Leander code.
- **T12246,** a 21.5” live oak, was found to be in fair condition. It was originally surveyed as part of T246 but is a separate tree per City of Leander code.
- **T12419,** an 18” live oak, was found to be in fair condition. It presented a history of previous failures likely related to the winter ice storm. Further advanced study is warranted if retention is desired. It was originally surveyed as part of T419 but is a separate tree per City of Leander code.
- **T13246,** a 24” live oak, was found to be in fair condition. It was originally surveyed as part of T246 but is a separate tree per City of Leander code.

TMS recommends designing with good data, maintaining compliance with municipal tree regulations, and promoting healthy urban canopy through quality preservation and/or mitigation with new, well-planned plantings. If you have any questions and/or concerns regarding tree assessment on this site, please contact me at (512) 470-9073 or joe@treemannsolutions.com. We are here to help promote smart planning, aid efficient permitting, and ensure quality urban tree canopy preservation.

Respectfully,

Joe Zaniewski

Joe Zaniewski | Lead Project Manager
Tree Mann Solutions, LLC
Board Certified Master Arborist TX-4294B
Tree Risk Assessment Qualified (TRAQ)
Texas Oak Wilt Qualified #155 (TXOWQ)
TDA Applicator License No. 0798941
Texas Licensed Irrigator LI0024812

Tree Number	202
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	28.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	

Photos

Tree Number	238
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	28.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full, balanced canopy with healthy current seasons growth. Hazard deadwood to be removed.

Photos

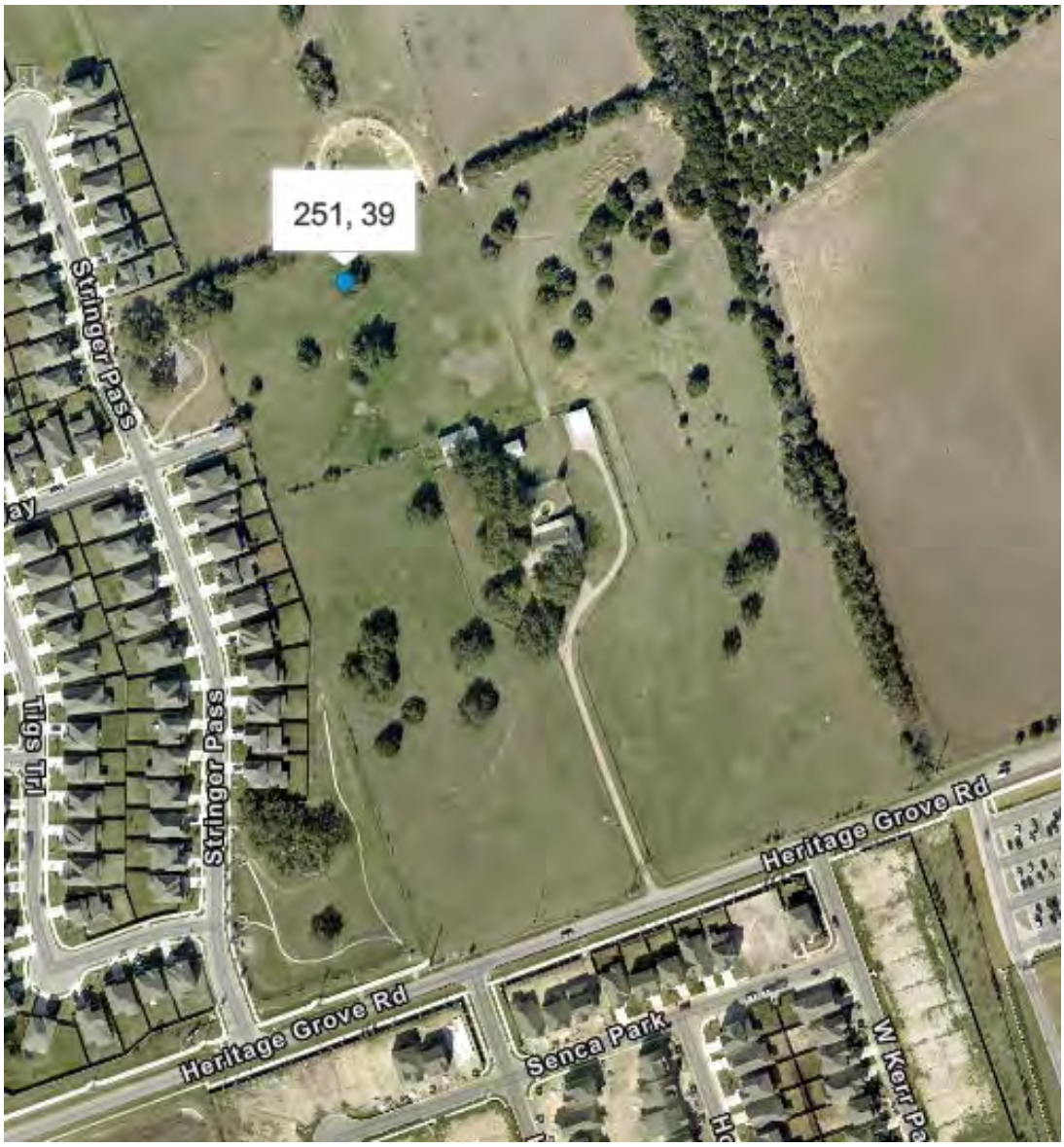
Tree Number	247
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	27
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Canopy growth toward S. Originally a part of 247 but divided into separate trees per Leander city code.

Photos

Tree Number	250
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	33.5
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	History of failure on two major upright limbs in center of canopy; epicormic growth surrounding said failures. Overall tree health appears to be unaffected. Otherwise healthy canopy and minimal structural defects. Fair candidate for preservation.

Photos

Tree Number	**251**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	39
Multi Stem	
Condition	**Poor**
Notes	poor structure, fair vigor
Summary	Previous loss of the central leader has resulted in significant decay following into the remaining portion of the trunk. Minor amounts of response growth were observed on the eastern side of the damaged area. None on the western. Daylight can be seen through the trunk. The history of failures has resulted in 25% potential canopy of other similar sided, and similarly located specimens. Preservation may not be suitable without significant amounts of mitigation work.



Photos

Tree Number	252
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	33.5
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	Upright trunk with extensive canopy. Slight canopy lean west due to competition with neighboring live oak. Canopy at about 60-65% potential. Fair to good candidate for preservation.

Photos

Tree Number	253
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	31
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	Slight canopy lean east due to competition with neighboring live oak. Some peeling of bark in west side of base, further studies recommended if tree is preserved. Otherwise minimal defects observed and decent canopy. Fair candidate for preservation.

Photos

Tree Number	**346**
Imported Description \ Survey Number	
Tree Species	Cedar Elm
Diameter (DBH)	35
Multi Stem	
Condition	DDI
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Tree has suffered excessive storm damage and has been split down the middle. Although there is still living green canopy this is temporary, and tree will eventually die. Plus it poses hazard; recommended for removal.

Photos

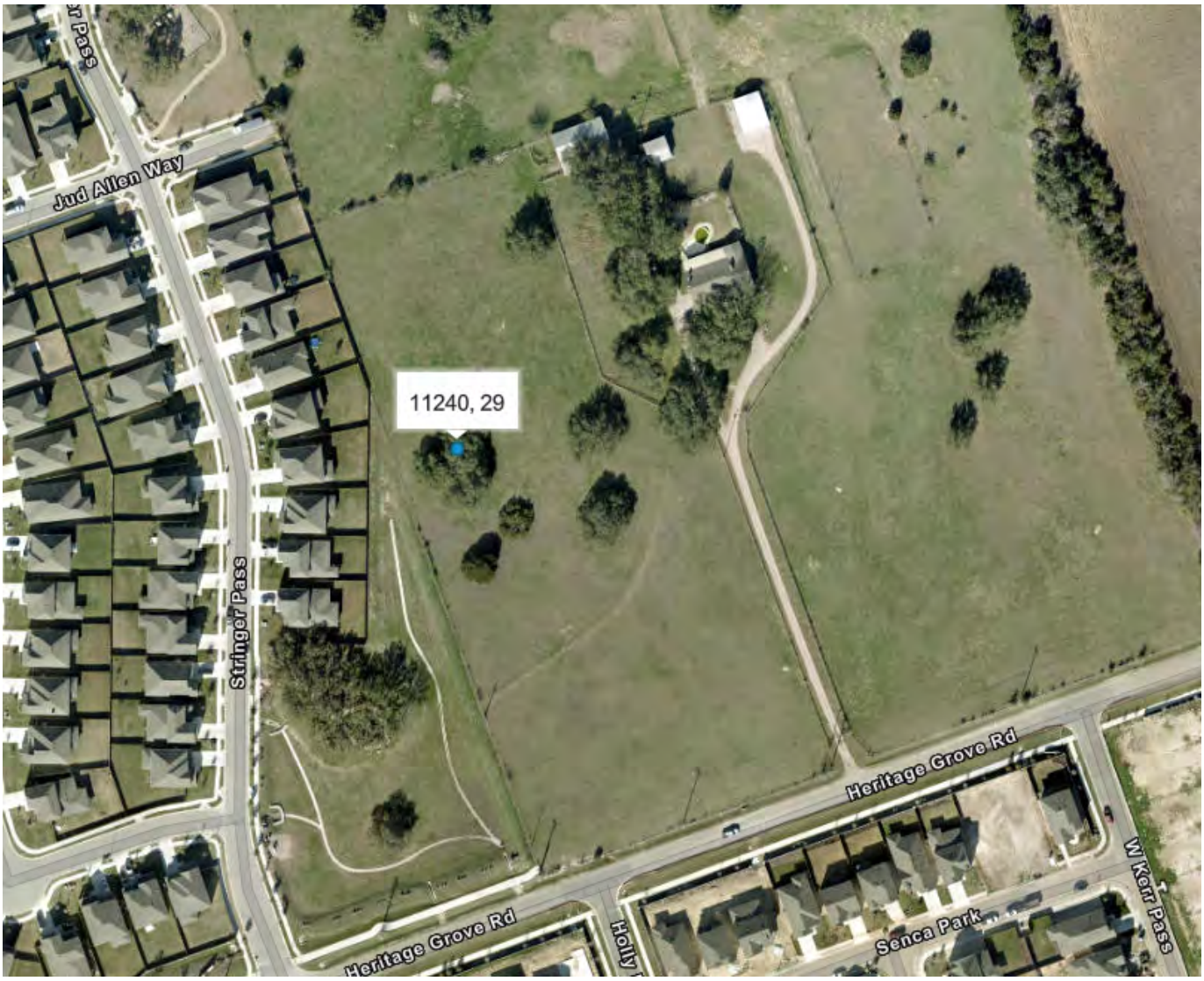
Tree Number	426
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	30.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full, balanced canopy with healthy current seasons growth. Large limb ten feet up trunk previously snapped, most likely due to storm damage. Hazard deadwood to be removed.

Photos

Tree Number	751
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	29
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	Single upright stem with extensive canopy. Moderate epicormic growth but otherwise minimal defects observed. Fair candidate for preservation.

Photos

Tree Number	**11240**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	29
Multi Stem	
Condition	**Poor**
Notes	poor structure & vigor, 25% potential canopy
Summary	Multiple large failures have occurred, resulting in a reduced canopy and adding to the multiple areas of large limb decay. This tree may not be suitable for preservation without significant mitigation work.

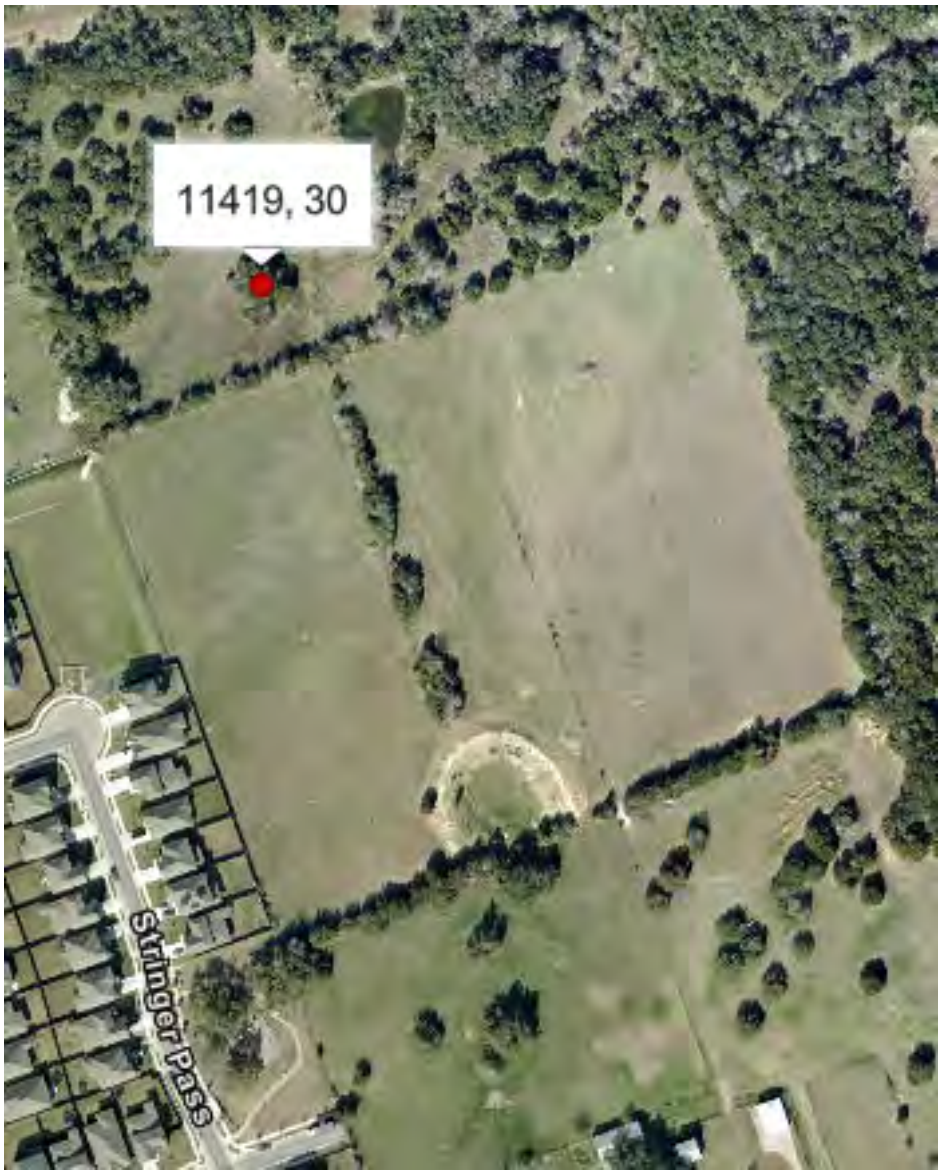


Photos

Tree Number	11247
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	31.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Originally a part of 247 but divided into separate trees per Leander city code.

Photos

Tree Number	11419
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	30
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Large cavity present on main trunk, extending fully into canopy. Healthy response growth is present around lower portion of cavity, but one main leader twenty foot up the trunk has died. Hazard deadwood to be removed. Further inspection may be warranted. Originally part of 419 but due to multi-trunk rules and Leander city code, divided into separate trees.



Photos

Tree Number	203
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	22
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood should be removed. Canopy growth toward SSE. Originally part of 203 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	**216**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	13
Multi Stem	
Condition	Very Poor
Notes	very poor structure & vigor, excessive storm damage
Summary	The leader stem has snapped, exposed and damaged wood now resides within the union of the remaining stem. 10% potential canopy. Removal is recommended.

Photos

Tree Number	246
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	18
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, co-dominant stems, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Canopy growth toward SSW. Originally part of 246 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	345
Imported Description \ Survey Number	
Tree Species	Cedar Elm
Diameter (DBH)	20.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 50% potential canopy
Summary	Large cavitiy present ten feet up trunk. Healthy response growth around cavity. Moderate lean toward N. Originally part of 345 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	419
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	24
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Canopy growth toward SW. Originally part of 419 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	424
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	22
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 50% potential canopy, co-dominant stems
Summary	DBH taken at waist. Significant lean NNE. Hazard deadwood to be removed.

Photos

Tree Number	425
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	25.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full, balanced canopy with healthy current seasons growth. Hazard deadwood to be removed.

Photos

Tree Number	706
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	23.5
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	

Photos

Tree Number	707
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	23
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	

Photos

Tree Number	**708**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	19
Multi Stem	
Condition	**Poor**
Notes	poor structure, significant storm damage
Summary	The northern side of the tree has lost its limbs resulting in >25% potential canopy loss and multiple damaged limbs with residual decay following the remaining portion. Preservation may not be suitable.

Photos

Tree Number	709
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	21
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	

Photos

Tree Number	**711**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	17
Multi Stem	
Condition	**Poor**
Notes	poor structure, significant storm damage
Summary	The northern side of this tree has lost all its limbs, resulting in 25% canopy loss and multiple damaged limbs. Preservation may not be recommended.

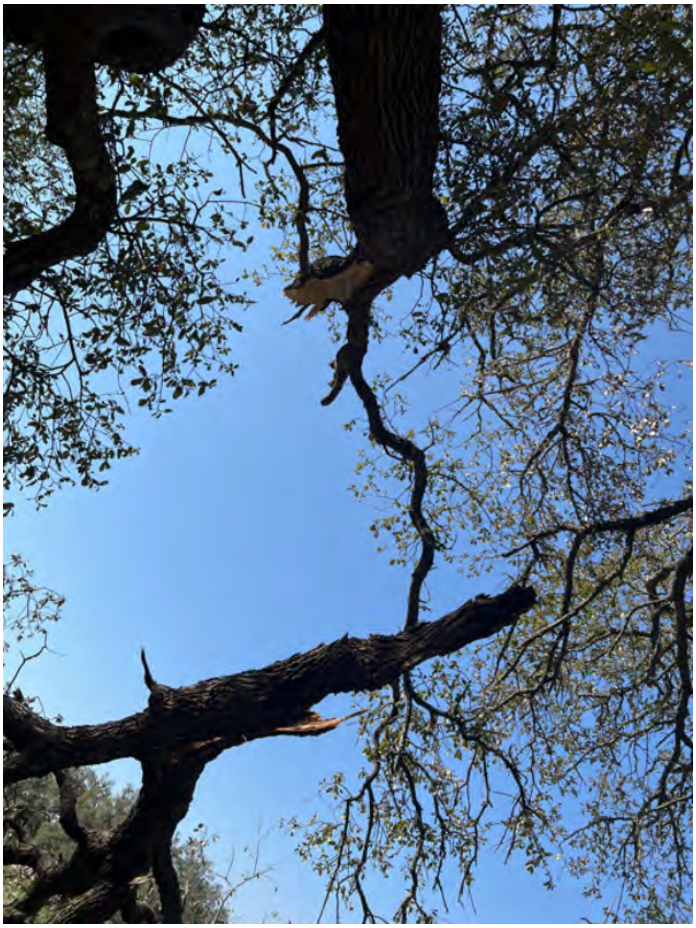
Photos

Tree Number	10221
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	22.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Previously part of 221, but multi-stem forks below 48”, making them separate trees per City of Leander code. Minimal structural defects with healthy canopy. Cosmetic pruning is recommended.

Photos

Tree Number	**10227**
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	17
Multi Stem	
Condition	Very Poor
Notes	very poor structure & vigor, excessive storm damage
Summary	The leader has snapped, this tree is survived by low hanging lateral stems. Removal is recommended.

Photos



Tree Number	10748
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	19
Multi Stem	
Condition	Fair
Notes	deadwood 15%-30%, 75% potential canopy, fair structure & vigor
Summary	Originally part of 748 but forks below 48”, making it a separate tree per City of Leander code.

Photos

Tree Number	11456
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	18
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 50% potential canopy
Summary	Originally part of 456 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	12246
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	21.5
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Canopy growth toward N. Originally part of 246 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	12419
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	18
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 50% potential canopy, significantly unbalanced
Summary	History of previous failures, most likely due to storm damage. Healthy response growth is developing around remaining cavities. Hazard deadwood to be removed. Further inspection may be warranted. Significant lean N. Originally part of 419 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

Tree Number	13246
Imported Description \ Survey Number	
Tree Species	Live Oak
Diameter (DBH)	24
Multi Stem	
Condition	Fair
Notes	fair structure & vigor, deadwood 15%-30%, 75% potential canopy
Summary	Full canopy with healthy current seasons growth. Hazard deadwood to be removed. Originally part of 246 but due to multi-trunk rules and Leander city code, divided into separate trees.

Photos

AGENDA ITEM # 15

EXECUTIVE SUMMARY
12/14/2023

AGENDA SUBJECT:
Discuss and consider action on updates to the Roadway Impact Fee Service Area Map and the Roadway Impact Fee Study.

a. Staff Presentation
b. Discussion
c. Consider Action

BACKGROUND:
The City Council adopted Roadway Impact Fees during their July 7, 2022 meeting. These fees are applicable within the corporate limits of the City of Leander and the Roadway Impact Fee Study considered the City Limits of Leander at the time of study in Spring 2022. Since that time, several annexations have been completed and the newly annexed areas cannot be assessed or collected impact fees until such time as they are included in the Roadway Impact Fee Service Areas map.

This item is an administrative update to the 2022 Roadway Impact Fee Study to then be taken to City Council for adoption and to replace the current study on file and the associated Roadway Impact Fee Service Area Map. Small areas were annexed near existing Service Areas A, B, C, and D (but not E, which is land-locked by other areas) and are illustrated in the included maps. No changes were made to the land use assumptions, capital improvements plan, or maximum impact fee calculations in the Roadway Impact Fee Study update and no changes are being proposed to the Roadway Impact Fee Ordinance. In the future, it is anticipated that these administrative updates will be addressed during the Annexation process in-between the required major updates to the study as required by Texas Local Government Code Chapter 395 a maximum of every 5 years.

In addition, the City is working on Administrative Guidelines for Roadway Impact Fees to be brought to this Impact Fee Advisory Committee at a future date to assist with administering the Roadway Impact Fee program, as allowed for by Chapter 12.08.002 of the City Code.

HISTORY/TIMELINE:
04/01/2021 Comprehensive Plan Adopted
05/01/2021 Transportation Master Plan Adopted
07/07/2022 City Council Meeting adopting Roadway Impact Fees

APPLICANT/AGENT:
City of Leander

RECOMMENDATION:
Robin M. Griffin, AICP, Executive Director of Development Services

PRESENTER:

Fiscal Impact

Attachments:

1. Att 1 RIF Report
2. Att 2 Service Areas
3. Att 3 City Limits Update

CITY OF LEANDER, TEXAS
ROADWAY IMPACT FEE STUDY
2023 UPDATE (ADOPTED JULY 7, 2022)

DEC. 2023

Prepared for the City of Leander

Prepared by:
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Project Number: 064553106
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City of Leander

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EXECUTIVE SUMMARY

Introduction

Impact Fees are a mechanism for funding the public infrastructure necessitated by new development. Across the country, they are used to fund police and fire facilities, parks, schools, roads and utilities. In Texas, the legislature has allowed their use for water, wastewater, roadway and drainage facilities. Since 1996, they have been used to fund public water and wastewater improvements in the City of Leander.

In the most basic terms, impact fees are meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs. In the case of Roadway Impact Fees, the infrastructure need is the increased capacity on arterial and collector roadways that serve the overall transportation system. The purpose of the 2022 Roadway Impact Fee Study is to identify the fee per unit of new development necessary to fund these improvements in accordance with the enabling legislation, Chapter 395 of the Texas Local Government Code. The 2023 Update has not identified any changes that affect the fees determined in the study adopted July 2022.

Impact Fees are a mathematical calculation that determines a maximum impact fee that would be equivalent for growth paying for growth. The Maximum Roadway Impact Fee per Service Unit for Roadway Facilities is considered an appropriate measure of the impacts generated by a new unit of development on the City's Roadway System. An impact fee program is anticipated to be designed so that it is **predictable** for both the development community and City. An impact fee program is **equitable** since similar developments pay a similar fee regardless if they are the first or last to develop. An impact fee program is **transparent.** This report describes in detail how the fee is calculated and how a Capital Improvement Advisory Committee (Planning & Zoning Commission) monitors the Impact Fee program. An impact fee program is **flexible** in that funds can be used on priority projects and not just on projects adjacent to a specific development (historical collections). An impact fee program is **consistent** with other City goals and objectives for growth. For example, the actual collection rate set by Council may be determined to be less than the Maximum Roadway Impact Fee to achieve and be in alignment with other City goals and objectives for growth. Collection rates may also differ by land use type or geographic area of the City to align with goals and objectives.

Impact Fee Basics

Roadway Impact Fees are determined by several key variables, each described below in greater detail.

Impact Fee Study

The 2022 Roadway Impact Fee Study is to determine the maximum impact fee per unit of new development chargeable as allowed by the state law. This determination is not a recommendation; the actual fee amount ultimately assessed is at the discretion of the Leander City Council, so long as it does not exceed the maximum assessable fee allowed by law. The study looks at a period of 10 years to project new growth and corresponding capacity needs, as required by state law. The study and corresponding maximum fees must be restudied at least every five years. However, the study can be updated at any time to accommodate significant changes in any of the key variables of the impact fee equation. The 2023 Update does not change this determination from 2022.

Service Areas

A Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Roadway Impact Fees, the Service Area may not exceed 6 miles. In Leander, this restriction necessitated the creation of 5 separate Service Areas. A map of the Service Areas can be found on Page 14.

In defining the Service Area boundaries, the project team considered the corporate boundary, required size limit, adjacent land uses, highway facilities, and topography. Since each Service Area has a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the team avoided drawing a Service Area boundary through uniform land uses where possible. Service Area options were presented and the map was selected jointly by the City Council and Planning and Zoning Commission on October 12, 2021. The 2023 Update amended these boundaries to include areas annexed since the original study was adopted in 2022.

Land Use Assumptions

The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2021-2031. Acknowledging that the parameters of the study (the corporate boundaries, Transportation Plan, Comprehensive Plan, zoning maps, platting history, etc.) are changing constantly, this study is based on conditions as they were on December 15, 2021. The 2023 Update does not include changes to the Land Use Assumptions.

One of the key elements in the determination of the impact fee is the amount of new development anticipated over 10 years. The residential and non-residential growth projections were performed using the City of Leander's draft Comprehensive Plan growth projections and compared with the historical building permit data and development pipeline anticipated projects.

Roadway Impact Fee Capital Improvements Plan

The Roadway Impact Fee Capital Improvements Plan (RIF CIP) is distinct and separate from the City's traditional Capital Improvements Plan (CIP). The RIF CIP is a list of projects eligible for funding through impact fees. The City's Transportation Master Plan (TMP) is the plan for the infrastructure that is estimated to be necessary to accommodate the expected growth. Only those capacity improvements included in the City's TMP are included in the RIF CIP, as well as any previous bond projects that supplied excess capacity for future growth that the City is still paying debt on and CIP projects programmed separate from the TMP that increase capacity. Capacity improvements may include the addition of lanes, intersection improvements, or the extension of a new road. Resurfacing or other maintenance activities do not qualify as capacity improvements under impact fee law in Texas and cannot be funded with Roadway Impact Fees.

The cost of the RIF CIP is one of the fundamental factors in the calculation of the per-unit maximum impact fee. The RIF CIP's cost was calculated through systematic evaluation of each eligible project. The project team visited each project site to determine the project scope, the presence of any special conditions (such as the need for significant drainage improvements or railroad crossings) and whether various additional construction costs were applicable (such as costing for significant grades). In determining project limits, the team identified roadway segments with uniform need. For example,

Hero Way was previously constructed from Lakeline Boulevard to US 183A as a 5-lane undivided arterial using previous transportation bond dollars, while a portion of the roadway recommended for access management by adding a median with openings for left turns, and the remainder of Hero Way west of Lakeline Boulevard is shown as a widening to a 4-lane divided arterial from the existing 2-lane undivided section. These were split as two separate projects based on uniform need. Developing unit costs from recently City bid projects and TxDOT moving average bid prices, uniform costs were determined for the major items of work, additional construction items, and project delivery costs. Section III provides a listing of the 10-Year RIF CIP by service area in Tables 4.A – 4.E and maps of the RIF CIP by service area in Exhibits 3.A – 3.E. Finally, detailed cost projections by project can be found in Appendix A. It should be noted that these cost projections are based on conceptual level planning and are subject to refinement upon final design.

Only those projects listed in the RIF CIP are eligible to utilize impact fee funds. In order to optimize future flexibility, all capacity improvements included in the Transportation Master Plan within the City's corporate limits at the time of this study are included in the RIF CIP and will be eligible to utilize impact fee funds. In some cases, an interim project designation was used due to the ultimate build out not being needed in the 10-year window. An example of this is San Gabriel Parkway from Bagdad Road to US 183, which is shown as a 4-lane divided widened arterial in the RIF CIP, but ultimately will be built out to a 6-lane divided arterial based on the Transportation Master Plan.

Only the costs associated with providing the additional capacity necessitated by 10 years of growth can be used to calculate the maximum impact fee. To calculate the maximum impact fee, the total cost of the RIF CIP at build-out was reduced to account for (1) the portion of new capacity that will address existing needs, (2) the portion of new capacity that will not be necessitated until beyond the 10-year growth window, and (3) contributions already made by current developments. A ratio that compares 10 years' demand for capacity to the net supply of capacity (total new capacity in the RIF CIP minus existing needs) can be calculated. That ratio, which may not exceed 100%, is then applied to the cost of the net capacity supplied. The result is a determination of the costs attributable to the next 10 years' growth, which is then used to calculate the maximum impact fee in accordance with state law. The result is known as the recoverable cost of the RIF CIP. No changes were made to the RIF CIP in the 2023 Update.

Service Unit

The "service unit" is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2022 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile. A vehicle-mile is the capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Impact Fee Calculation

In simplest terms, the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the RIF CIP by the number of new service units of development. In accordance with state law, both the cost of the RIF CIP and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window. This calculation is performed for each service area individually; each service area has a stand-alone RIF CIP and 10-year growth projection.

In practice, there are many factors that complicate this calculation. The maximum impact fee allowable by law for each service area is calculated in **Table 8**. A detailed discussion of the calculation precedes Table 8, found on Page 53.

Collection and Use of Roadway Impact Fees

Roadway Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. An existing plat would be assessed at the adoption of the ordinance and would be exempt from impact fees for one year. Roadway Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection in the designated service area or must be refunded with interest. Fees should be utilized in a first in, first out basis.

Adoption Process (2023 Update)

Chapter 395 of the Texas Local Government Code stipulates a specific process for the amendment or update of Roadway Impact Fee Studies. A Capital Improvements Advisory Committee (CIAC) is required to review amendments to the Land Use Assumptions and RIF CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. The CIAC also reviews the Roadway Impact Fee ordinance updates and provides its findings to the City Council. The composition of the CIAC is required to adequately represent the building and development communities. The City Council then conducts a public hearing on the updated Land Use Assumptions, RIF CIP, and Impact Fee Ordinance. One public hearing is required for the 2023 Update to the Roadway Impact Fee Study.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the RIF CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

2023 Update Roadway Impact Fee Study Results

Below is the listing of the 2022 Roadway Impact Fee Study Update's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile), unchanged from the original study adopted July 2022:

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	$2,179
B	$842
C	$929
D	$1,229
E	$287

I. INTRODUCTION

Chapter 395 of the Texas Local Government Code describes the procedure political subdivisions must follow to create and implement impact fees. Chapter 395 defines an Impact Fee as "a charge or assessment imposed by a political subdivision against new development to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

The City of Leander has retained Kimley-Horn and Associates, Inc. to provide professional transportation engineering services for the 2022 Roadway Impact Fee Study. This report includes details of the Roadway Impact Fee calculation methodology in accordance with Chapter 395, the applicable Land Use Assumptions, development of the Roadway Impact Fee Capital Improvements Plan (RIF CIP), and the Land Use Vehicle-Mile Equivalency Table.

This report references two of the basic inputs to the Roadway Impact Fee:

1) **Land Use Assumptions** (Pg. 9)
2) **Roadway Impact Fee Capital Improvements Plan (RIF CIP)** (Pg. 17)

Information from these Land Use Assumptions and RIF CIP is used extensively throughout the remainder of the report.

There is a detailed discussion of the methodology for the computation of impact fees. This discussion is broken into three components:

1) **Methodology for Roadway Impact Fees** (Pg. 28)
2) **Roadway Impact Fee Calculation** (Pg. 46)
3) **Plan for Financing and the Ad Valorem Tax Credit** (Pg. 49)

The components of the **Computation Method for Roadway Impact Fee** include development of:

- Service Areas (Pg. 29)
- Service Units (Pg. 29)
- Cost Per Service Unit (Pg. 31)
- RIF CIP Costing Methodology (Pg. 31)
- Summary of RIF CIP Costs (Pg. 35)
- Service Unit Calculation (Pg. 41)

The Roadway Impact Fee is then calculated as:

- Maximum Assessable Impact Fee Per Service Unit (Pg. 47)
- Service Unit Demand Per Unit of Development (Pg. 55)

The report also includes a section concerning the **Plan for Financing and the Ad Valorem Tax Credit.** This involves the calculation of the applicable credit required by law to offset the City's use of ad valorem taxes to help fund the RIF CIP. This plan will be prepared by NewGen Strategies and included in the Final Report. This plan is unchanged from the original study adopted July 2022.

II. LAND USE ASSUMPTIONS

A. Purpose and Overview

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a municipality. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

This report documents the process used to develop the Land Use Assumptions for the City of Leander's Roadway Impact Fee (RIF) study. In accordance with Chapter 395 of the Texas Local Government Code, roadway impact fees must be calculated based on reasonable expectations of residential and employment growth within the next ten years (2021 – 2031).

Information from the following sources was compiled to complete the Land Use Assumptions:

- Transportation Master Plan 2021
- Leander Comprehensive Plan Future Land Use Plan 2021
- City of Leander Historical Building Permit Data 2011-2021
- Williamson Central Appraisal District (WCAD) Parcel Data (current as of November 2021)
- Travis Central Appraisal District (TCAD) Parcel Data (current as of November 2021)
- City of Leander staff
- Water and Wastewater Impact Fee Studies
- City of Leander known Developments provided by Staff October 2021

This Land Use Assumptions Summary includes the following components:

- **Land Use Assumptions Methodology** – An overview of the general methodology used to generate the land use assumptions.
- **Roadway Impact Fee Service Areas** – Explanation of the division of Leander into service areas for roadway and infrastructure facilities.
- **Residential and Employment Growth** – Data on residential and employment growth within each service area over ten years (2021 – 2031).
- **Land Use Assumptions Summary Table** – A synopsis of the Land Use Assumptions.

The residential and employment estimates and projections were compiled in accordance with the following categories:

Units: Number of dwelling units, both single and multi-family.

Employment: Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

Service: Land use activities which provide personal and professional services, such as government and other professional offices. This also includes educational uses, a new category in the CAMPO 2045 Model that served as a basis for the Leander TMP Model.

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The above categories in the Land Use Assumptions match those used to develop the travel demand model for the City of Leander. These broader categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table (Pg. 51).

B. Land Use Assumptions Methodology

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing developments
- Emerging projects
- Historical growth trends

Determination of the ten-year growth within the Roadway Impact Fee study area was accomplished through two general steps:

- **Step 1: Determine Base Year (2021)**
- **Step 2: Determine 10-Year Growth Projections**

Step 1: Determine Base Year (2021)

Data was collected from WCAD and TCAD in November 2021, which included parcel data in GIS format, as well as land information, improvement information, and other property data in tabular format. Information collected in tabular format was associated to parcels based on a common parcel identification number and used to determine if a property was vacant, building square footage for occupied parcels, and land use based on state code. State codes were used to determine whether a property was single family residential, multifamily residential, retail, service or basic non-residential land use, and geographically assign the base year land use assumptions for each service area. A conversion of square footage per unit was utilized to determine the number of units for multifamily land uses based on average multifamily unit sizes.

Step 2: Determine 10-Year Growth Projections

The Future Land Use Plan in the 2021 Comprehensive Plan update was used to determine build-out conditions for the City of Leander. For the purposes of determining a 10-year window, it was assumed that 60% *of the remaining growth to Build-Out in the current City Limits* will occur in the next 10 years, with growth for 2021 to 2031 being determined by linear interpolation. 60% was chosen based on Comprehensive Plan projections as well as the Water and Wastewater Impact Fee projections to be in alignment. Density of development used in the Comprehensive Plan and split of residential and non-residential land uses assumed for each Future Land Use were used to determine build out demographics. Build out residential units were broken out into a split of 20% multifamily units and 80% single family units based on historical data from 2007 to 2020 in the City of Leander.

The 2031 projections were compared to historical building permit data from 2007 to 2020 and emerging projects in the development pipeline tracked by the City to calibrate growth projections from the Comprehensive Plan and validate the 10-year growth assumptions.

From 2016 – 2020, 8,459 single family residential dwelling units were constructed in the City of Leander. The average of the historical trends (assuming growth rate for historical years from 2016 to 2020 continues from 2021 to 2031), and the Comprehensive Plan were used to determine growth projections. Finally, planned large non-residential projects and multi-family residential projects were also added to the average of the Comprehensive Plan, and historical trends to further calibrate the Land Use Assumptions shown in **Table 1**.

C. Roadway Impact Fee Service Areas

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in **Exhibit 2.** The City of Leander is divided into five (5) service areas, each based upon the six (6) mile limit, as required in Chapter 395. For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team considered the corporate boundary, required six (6) mile size limit, adjacent land uses, highways and topography. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, the areas of uniform land use were contained within the same Service Area where possible.

It should be noted that at locations where Service Area boundaries align with a City roadway, the proposed boundary is intended to follow the centerline of the roadway, unless otherwise noted. In cases where a Service Area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the Service Area. For example, if a Service Area Boundary follows the City Limits, and one side of a transportation facility is in the City Limits and the other is not, only 50% of the facility may be included in the RIF CIP. Another example is where the Service Area boundary follows the edge right-of-way for a transportation facility, but the right-of-way and other side of the transportation facility is out of the City Limits. In this case, 50% of the transportation facility is included in the RIF CIP. For intersection projects along a Service Area boundary, only the corners of the intersection that fall within a Service Area boundary are considered for inclusion in the respective Service Area. For example, if one corner of an intersection is outside of the City Limits, one corner is in one service area, and the remaining two corners are in another service area, the first service area would include 25% of the intersection project, and the second would include 50% of the intersection project.

Service Area boundaries were changed from the study adopted July 2022 to reflect the City limits current as of November 2023 in the 2023 Update, as shown in **Exhibit 1**.

Exhibit 1 – City Limits Update

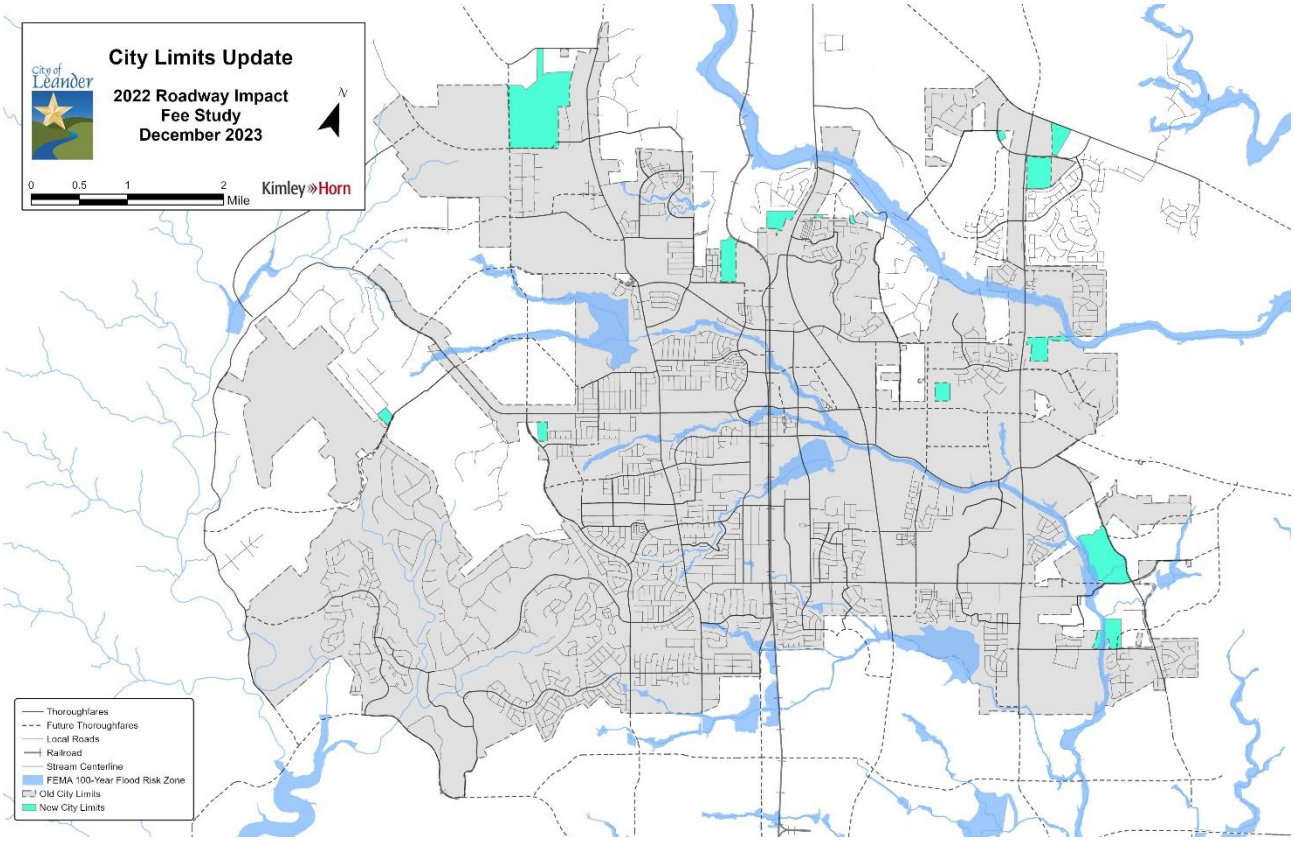
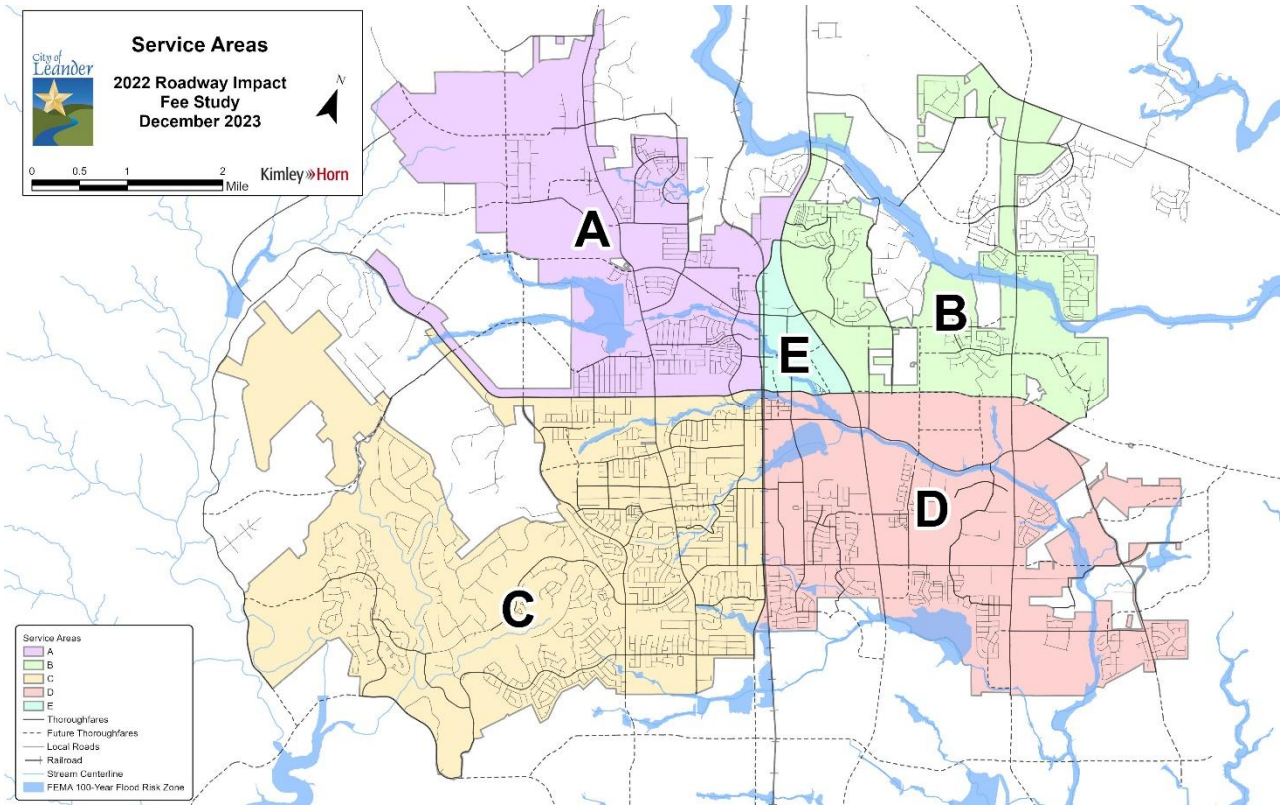


Exhibit 2 – Proposed Service Areas



D. Land Use Assumptions Summary

Table 1 summarizes the residential and employment 10-year growth projections. The growth projections are unchanged from the study adopted July 2022.

Table 1. Residential and Employment 10-Year Projections

Service Area	Year	Residential (Units)		Employment (Sq. Ft.)			
		Single Family	Multi-Family	Basic	Service	Retail	Total
A	2021 - 2031	4,821	1,205	1,000,000	300,000	300,000	1,600,000
B		3,032	1,079	0	1,100,000	1,200,000	2,300,000
C		4,409	1,102	0	800,000	600,000	1,400,000
D		4,414	3,603	200,000	1,600,000	2,975,000	4,775,000
E		2,299	2,635	0	1,300,000	1,200,000	2,500,000
Total		18,974	9,624	1,200,000	5,100,000	6,275,000	12,575,000

III. ROADWAY IMPACT FEE CAPITAL IMPROVEMENTS PLAN

The City of Leander has identified the transportation projects needed to accommodate the projected growth within the City. The City's Transportation Master Plan (TMP) is the plan for the infrastructure that is estimated to be necessary to accommodate the expected growth. The Roadway Impact Fee Capital Improvements Plan (RIF CIP) consists of 4 categories of projects for roadway facilities as well as intersection projects described on Pg. 18 of this report. They are as follows:

- **New Roadway** - All future roadways needed to complete the Transportation Master Plan.
- **Roadway Widening** – Existing roadways not currently built to the ultimate class in the Transportation Master Plan and must be completely reconstructed.
- **Access Management** – Existing 5-lane undivided roadways identified for median construction in the existing center turn lane for access management purposes.
- **Previous Bond Project** – Identified corridors that were previously constructed and have excess capacity for future development to utilize.

The RIF CIP includes arterial class roadway facilities, collector facilities as well as major intersection improvements. Roadway facilities identified are included in the Transportation Master Plan except for some roadway alignment modifications due to city direction and some collector widenings identified through discussion with City Staff. Some collector facilities were identified as being built by others through development agreements or other agencies such as Travis County, Williamson County or TxDOT or being funded through other measures that would preclude inclusion in the RIF CIP. Through evaluation of the Transportation Master Plan with City staff, some facilities were identified that were upgraded or downgraded from their functional classification to reflect capacity need in a 10-year window.

In addition to roadway facilities, major intersection improvements were identified by determining capacity needs through either turn lanes or improved traffic control measures based on Transportation Master Plan functional classifications of intersecting roadways. Intersection improvements were categorized as follows:

- **Signal** – Either a new signal or modification to an existing signal due to construction of a new roadway approach to an existing signalized intersection.
- **Roundabout** – A new circular intersection on collector or local roads.
- **Other Capacity** – These could include the addition or extension of a turn lane consistent with TxDOT lane length recommendations based on roadway classification, innovative intersections, or other improvements to increase efficiency and safety.
- **ITS Upgrades** – This item was identified by City staff and was split evenly between the five (5) service areas for developing the Roadway Impact Fee.

All intersection improvement recommendations are recommended to undergo a design level evaluation before implementation to ensure the most appropriate improvements are made. In the case where a design level evaluation determines improvements contrary to the RIF CIP, such as turn lane improvements in place of a signal, the RIF CIP cost allocated to the intersection may still be applied to the alternate improvements.

The proposed RIF CIP is listed in **Tables 2.A – 2.E** and mapped in **Exhibits 3.A – 3.E.** The tables show the length of each project as well as the facility's typology. The RIF CIP was developed in conjunction with input from City of Leander staff and represents projects that will be needed to accommodate the growth projected in the Land Use Assumptions section of this report. The RIF CIP is unchanged in the 2023 Study Update from the adopted study dated July 2022, with updated service area boundaries only.

Table 2.A. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area A

Street Improvements - Service Area A

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
A-1	New 4-Lane Arterial	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	50%
A-2	New 4-Lane Arterial	Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	1.03	100%
A-3	New 4-Lane Arterial	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	50%
A-4	New 4-Lane Arterial	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	100%
A-5	Access Management	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	50%
A-6	Access Management	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	100%
A-7	Access Management	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	50%
A-8	Access Management	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	100%
A-9, E-1	Access Management	US 183	From US 183A To HERO WAY	1.70	50%
A-10	New Collector	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	100%
A-11	New Collector	CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	0.40	100%
A-12	Widen Collector	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	0.32	100%
A-13	Widen Collector	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	0.16	50%
A-14	Widen Collector	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	0.09	100%
A-15	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	50%
A-16	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	100%
A-17	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	50%
A-18	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	100%
A-19	Widen 4-Lane Arterial	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	50%
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%
A-22	New Collector	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	100%
A-23	New Collector	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	50%
A-24	Widen Collector	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	100%

Signal Installation and Intersection Improvements - Service Area A

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

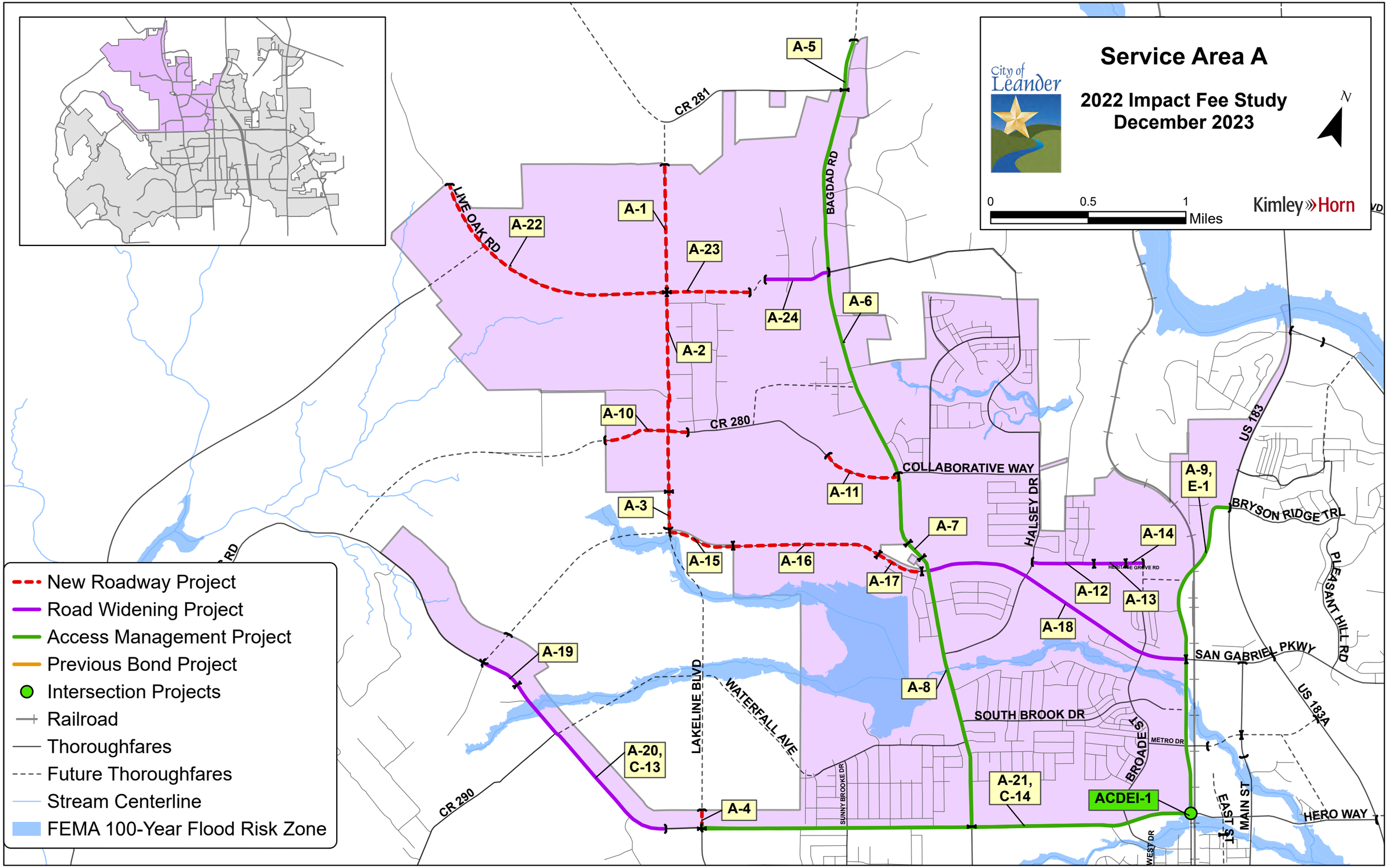

Service Area A
City of Leander
2022 Impact Fee Study
December 2023
N
0
0.5
1
Miles
Kimley»Horn
A-1
A-2
A-3
A-4
A-5
A-6
A-7
A-8
A-9, E-1
A-10
A-11
A-12
A-13
A-14
A-15
A-16
A-17
A-18
A-19
A-20, C-13
A-21, C-14
A-22
A-23
A-24
ACDEI-1
CR 281
CR 280
CR 290
LIVE OAK RD
BAGDAD RD
COLLABORATIVE WAY
HALSEY DR
HERITAGE GROVE RD
BRYSON RIDGE TRL
PLEASANT HILL RD
SAN GABRIEL PKWY
US 183A
US 183
SOUTH BROOK DR
METRO DR
BROADEST
MAIN ST
EAST ST
WEST DR
HERO WAY
LAKELINE BLVD
WATERFALL AVE
SUNNY BROOKE DR
New Roadway Project
Road Widening Project
Access Management Project
Previous Bond Project
Intersection Projects
Railroad
Thoroughfares
Future Thoroughfares
Stream Centerline
FEMA 100-Year Flood Risk Zone

Table 2.B. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area B

Street Improvements - Service Area B

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
B-1	New 4-Lane Arterial (1/2)	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	100%
B-2	Widen Substandard	CR 270	From N US 183 To 965' E OF N US 183	0.20	100%
B-3	Widen Substandard	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	50%
B-4	Widen Substandard	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	50%
B-5	Widen Substandard	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	100%
B-6	Widen Substandard	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	50%
B-7	Widen Substandard	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	100%
B-8	Widen Substandard	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	50%
B-9	Widen Substandard	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	100%
B-10	Widen Substandard	CR 270	From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	0.08	50%
B-11	Widen Substandard	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	100%
B-12	Widen Substandard	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	100%
B-13	New Collector	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	100%
B-14	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	50%
B-15	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	100%
B-16	Widen 4-Lane Arterial	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	100%
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
BI-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Service Area B

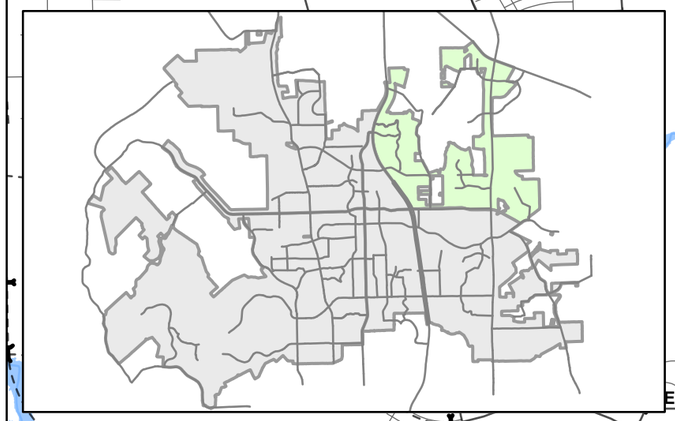
City of Leander

2022 Impact Fee Study
December 2023

N

0 0.5 1 Miles

Kimley»Horn



- New Roadway Project
- Road Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Thoroughfares
- Future Thoroughfares
- Stream Centerline
- FEMA 100-Year Flood Risk Zone

B-1
B-2
B-3
B-4
B-5
B-6
B-7
B-8
B-9
B-10
B-11
B-12
B-13
B-14
B-15
B-16
B-17, D-30
BI-1
BDI-2

LIVE OAK RD
HERITAGE GROVE RD
SAN GABRIEL PKWY
TH BROOK DR
ST
BROADE
METRO DR
HERO WAY
SOUTH ST
WEST DR
EAST ST
MAIN ST
HORIZON PARK BLVD
RM 2243
US 183
BRYSON RIDGE TRL
PLEASANT HILL RD
BAR W RANCH BLVD
US 183A
CR 269
CR 270
LOGAN DEL WAY
PALMERA RIDGE BLVD
RIDGMAR RD
GABRIELS HORN RD
RONALD W REAGAN BLVD
VIA DE SIENNA BLVD
KAUFFMAN LOOP
CR 268
SH 29
CR 175

Table 2.C. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area C

Street Improvements - Service Area C

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
C-1	Widen 4-Lane Arterial	Nameless Rd	From TRAVISSO PKWY To 2,475' NW OF RM 1431	1.06	50%
C-2	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	100%
C-3	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	50%
C-4	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	100%
C-5	Access Management	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	100%
C-6	Access Management	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	50%
C-7	Access Management	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	100%
C-8	Widen Collector	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	100%
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%
C-10	Widen Substandard	W South St	From WEST DR To US 183	0.19	100%
C-11	Access Management	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	100%
C-12	Access Management	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	100%
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%
C-15	Widen Collector	Municipal Dr	From Nothern Hills To S West Dr	0.56	100%

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

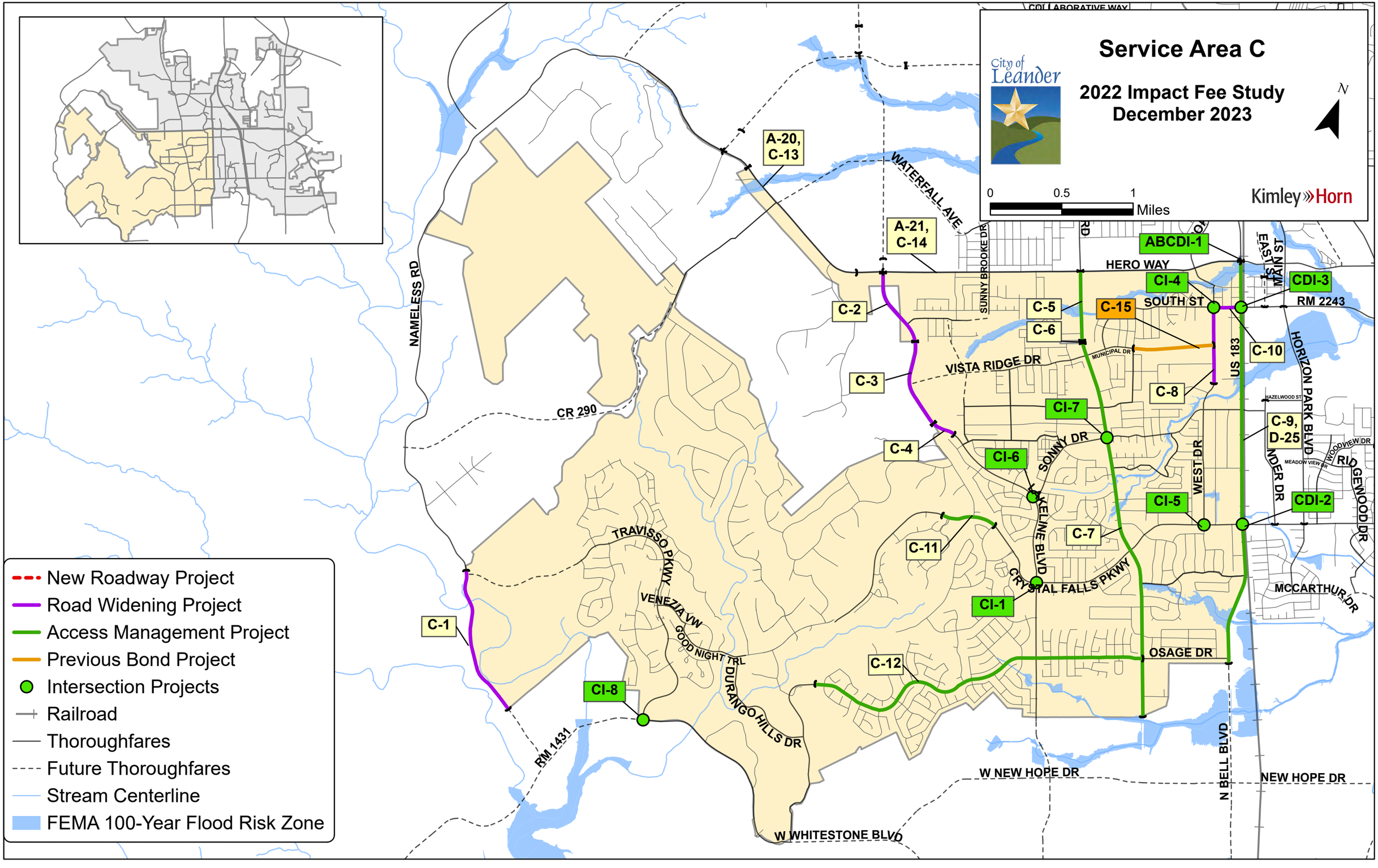

Service Area C
2022 Impact Fee Study
December 2023
City of Leander
Kimley»Horn
N
0
0.5
1
Miles
A-20, C-13
A-21, C-14
WATERFALL AVE
NAMELESS RD
CR 290
SUNNY BROOKE DR
ABCDI-1
HERO WAY
CI-4
CDI-3
EAST ST
MAIN ST
RM 2243
SOUTH ST
C-2
C-5
C-15
C-6
C-10
MUNICIPAL DR
VISTA RIDGE DR
US 183
HORIZON PARK BLVD
C-3
C-8
CI-7
HAZELWOOD ST
C-9, D-25
SONNY DR
WEST DR
C-4
CI-6
LAKELINE BLVD
CI-5
CDI-2
MEADOW VIEW DR
WOODVIEW DR
RIDGEWOOD DR
C-7
C-11
TRAVISSO PKWY
VENEZIA VW
GOOD NIGHT TRL
DURANGO HILLS DR
CRYSTAL FALLS PKWY
CI-1
MCCARTHUR DR
C-1
C-12
OSAGE DR
CI-8
RM 1431
W NEW HOPE DR
NEW HOPE DR
N BELL BLVD
W WHITESTONE BLVD
New Roadway Project
Road Widening Project
Access Management Project
Previous Bond Project
Intersection Projects
Railroad
Thoroughfares
Future Thoroughfares
Stream Centerline
FEMA 100-Year Flood Risk Zone

Table 2.D. 10-Year Roadway Impact Fee Capital Improvements Plan – Service Area D

Street Improvements - Service Area D

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
D-1	Widen Substandard	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	0.88	100%
D-2	Widen Collector	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	100%
D-3	New Collector	Raider Way	From HERO WAY To RM 2243	0.64	100%
D-4	New Collector	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	100%
D-5	Widen 4-Lane Arterial	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	50%
D-6	Widen 4-Lane Arterial	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	100%
D-7	Widen 4-Lane Arterial	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	50%
D-8	Widen 4-Lane Arterial	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	50%
D-9	Widen 4-Lane Arterial	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	100%
D-10	Widen 4-Lane Arterial	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	50%
D-11	Widen 4-Lane Arterial	RM 2243	From N US 183 To CR 175	3.21	100%
D-12	Widen 4-Lane Arterial	RM 2243	From CR 175 To HERO WAY	0.28	50%
D-13	New Collector	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	100%
D-14	New 4-Lane Arterial	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	100%
D-15	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	100%
D-16	New 4-Lane Arterial	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	100%
D-17	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	50%
D-18	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	100%
D-19	Widen 4-Lane Arterial	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	100%
D-20	Widen 4-Lane Arterial	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	50%
D-21	Widen 4-Lane Arterial	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	100%
D-22	Widen 4-Lane Arterial	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	50%
D-23	Widen 4-Lane Arterial	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	100%
D-24	Access Management	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	100%
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%
D-26	Widen Collector	N East St	From Hero Way To E South St	0.30	100%
D-27	Widen Collector	N East St	From E Evans St To E South St	0.21	100%
D-28	Widen Collector	Woodview Dr	From US 183A To Raider Way	0.38	100%
D-29	Widen Collector	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	100%
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Service Area D

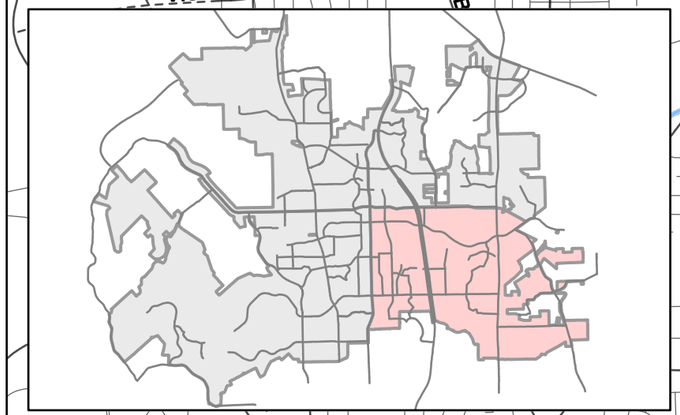
City of Leander

2022 Impact Fee Study
December 2023

N

0 0.5 1 Miles

Kimley»Horn



- New Roadway Project
- Road Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Thoroughfares
- Future Thoroughfares
- Stream Centerline
- FEMA 100-Year Flood Risk Zone

ABCDI-1
D-26
D-27
CDI-3
DI-5
D-1
CDI-2
D-2
DI-6
C-9, D-25
D-13
D-28
DI-2
D-29
DI-3
B-20, D-30
BDI-2
D-3
D-11
D-4
DI-1
D-12
D-5
D-6
D-7
D-8
D-24
D-14
D-15
D-16
D-17
D-18
D-9
D-10
D-21
D-19
D-20
D-22
D-23
DI-4

US 183
MAIN ST
CR 269
CR 270
PALMERA RIDGE BLVD
RONALD W REAGAN BLVD
RM 2243
RIDGMAR RD
MUNICIPAL DR
VISTA RIDGE DR
WEST DR
HAZELWOOD ST
US 183A
MEADOW VIEW DR
WOODVIEW DR
RIDGEWOOD DR
LEANDER DR
HORIZON PARK BLVD
RAIDER WAY
CRYSTAL FALLS PKWY
CR 176
CR 175
PARKSIDE PKWY
JOURNEY PKWY
MCCARTHUR DR
N BELL BLVD
NEW HOPE DR

Street Improvements - Service Area E

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area
A-9, E-1	Access Management	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	50%
E-2	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	100%
E-3	New Collector	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	100%
E-4	New Collector	College Way	From Main Street To US 183A	0.41	100%
E-5	New Collector	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	100%

Signal Installation and Intersection Improvements - Service Area E

Project #	Project Type	Intersection	Project Source	Percent in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%

Note: The 10-Year Roadway Impact Fee CIP is not in a prioritized order.

Service Area E

2022 Impact Fee Study
December 2023

City of Leander

N

0 0.5 1 Miles

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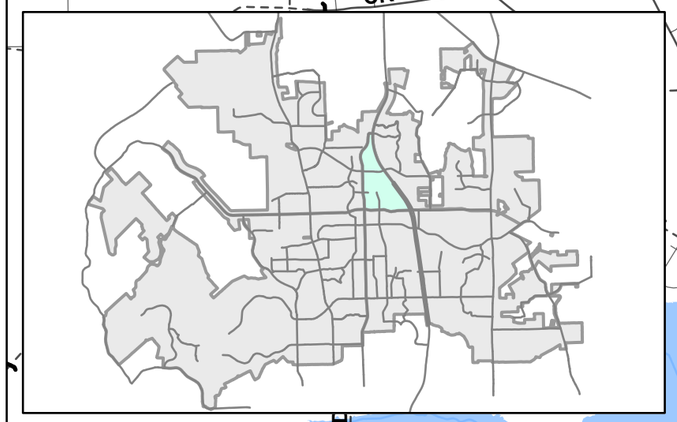

- New Roadway Project
- Road Widening Project
- Access Management Project
- Previous Bond Project
- Intersection Projects
- Railroad
- Thoroughfares
- Future Thoroughfares
- Stream Centerline
- FEMA 100-Year Flood Risk Zone

A-9, E-1
E-2
E-3
E-4
E-5
ACDEI-1

CR 280
COLLABORATIVE WAY
HALSEY DR
HERITAGE GROVE RD
BAGDAD RD
SAN GABRIEL PKWY
US 183
BRYSON RIDGE TRL
PLEASANT HILL RD
BAR W RANCH BLVD
GABRIELS HORN RD
KAUFFMAN LOOP
SH 29
CR 268
VIA DE SIENNA BLVD
RONALD W REAGAN BLVD
LOGAN DEL WAY
PALMERA RIDGE BLVD
CR 270
CR 269
RIDGMAR RD
RM 2243
CR 175
RAIDER WAY
US 183A
SOUTH BROOK DR
METRO DR
BROADE ST
HERO WAY
MAIN ST
EAST ST
SOUTH ST
WEST DR
MUNICIPAL DR
HORIZON PARK BLVD
HAZELWOOD ST
SONNY DR
STA RIDGE DR

IV. METHODOLOGY FOR ROADWAY IMPACT FEES

A. Service Areas

The five (5) service areas used in the 2022 Roadway Impact Fee Study are shown in the previously referenced **Exhibit 2**. These service areas cover the entire corporate area of the City of Leander as of November 2023. Chapter 395 of the Texas Local Government Code specifies that "the service area is limited to an area within the corporate boundaries of the political subdivision and shall not exceed six (6) miles." The service areas in the 2022 Roadway Impact Fee Study are consistent with the specification of Chapter 395 of the Texas Local Government Code.

B. Service Units

The "service unit" is a measure of consumption or use of the capital facilities by new development. In other words, it is the unit of measure used in the 2022 Roadway Impact Fee Study to quantify the supply and demand for roads in the City. For transportation purposes, the service unit is defined as a vehicle-mile.

Vehicle-Mile: The capacity consumed in a single lane in the PM peak hour by a vehicle making a trip one mile in length. The PM Peak is used as the basis for transportation planning and the estimation of trips caused by new development.

Total Vehicle-Miles of Supply: Based on the total length (miles), number of lanes, and capacity (vehicles per hour) provided by the Transportation Master Plan (see **Appendix B**).

Total Vehicle-Miles of Demand: Based on the 10-year growth projections (Pg. 45). The demand is equal to PM Trip Rate (trips) * Trip Length (miles).

The capacity values used in the 2022 Roadway Impact Fee Study are based upon Capacity Criteria published by the Capital Area Metropolitan Planning Organization (CAMPO) and modified to reflect local context within the City of Leander corporate limits and match values used in the Transportation Master Plan. **Table 3A** and **3B** show the service volumes as a function of the facility classification and type for existing and proposed facilities.

Table 3A. Service Volumes for Proposed Facilities
(used in Appendix B – Roadway Impact Fee CIP Service Units of Supply)

Facility Classification	Lanes	Median Configuration	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
6-Lane Arterial	6	Divided	840
4-Lane Arterial	4	Divided	840
Collector	3	Undivided	760

Table 3B. Service Volumes for Existing Facilities

Roadway Type	Description	Hourly Vehicle-Mile Capacity per Lane-Mile of Roadway Facility
2U-G	Rural Cross-Section (i.e., gravel, dirt, etc.)	100
2U	Two-lane undivided – built-out	640
2U-S	Two-lane undivided with on-street parking	510
2D	Two-lane divided	640
3U	Three-lane undivided (two-way, left-turn lane)	760
4U	Four-lane undivided	660
4D	Four-lane divided	840
5U	Five-lane undivided	720

C. Cost Per Service Unit

A fundamental step in the impact fee process is to establish the cost for each service unit. In the case of the Roadway Impact Fee, this is the cost for each vehicle-mile of travel. Thus, it is the cost to construct a roadway (lane-mile) needed to accommodate a vehicle-mile of travel. The cost per service unit is calculated for each service area based on the roadway projects within that service area.

The second component of the cost per service unit is the determination of the number of service units in each service area. This number is the measure of the growth in transportation demand that is projected to occur in the ten-year period.

D. Cost of the RIF CIP

All of the project costs for an arterial or collector facility which serves the overall transportation system are eligible to be included in the Roadway Impact Fee Capital Improvements Plan (RIF CIP). Chapter 395 of the Texas Local Government Code specifies that the allowable costs are "…including and limited to the:

1. Construction contract price;
2. Surveying and engineering fees;
3. Land acquisition costs, including land purchases, court awards and costs, attorney's fees, and expert witness fees; and
4. Fees actually paid or contracted to be paid to an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision."

The engineer's opinion of the probable costs of the projects in the RIF CIP is based, in part, on the calculation of a unit cost of construction. This means that a cost per linear foot of roadway is calculated based on an average price for the various components of roadway construction. This allows the probable cost to be determined by the type of facility being constructed, the number of lanes, and the length of the project. The cost for location specific items such as bridges, highway ramps, drainage structures, and any other special components are added to each project, as appropriate. The following is a detailed description of the costing worksheet/methodology for the RIF CIP.

1. Overview of RIF CIP Costing Worksheets

For each project a specific costing worksheet was developed (see **Appendix A**). Each worksheet contained the following four (4) main components:

- Project Information,
- Construction Pay Items,
- Construction Component Allowances and
- Summary of Costs and Allowances

Project Information

Construction Pay Items

Construction Component Allowances

Summary of Costs and Allowances

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 12/14/2021

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	A-2	
Service Area:	A,	
Limits:	LIVE OAK RD to 1,635 S OF CR 280	This project consists of the construction of a new four-lane arterial.
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,438	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	23,932	CY	$ 15.00	$ 359,000
205	6" Asphalt (Type C)	9,171	Ton	$ 80.00	$ 734,000
305	17" Base	17,689	CY	$ 45.00	$ 796,000
405	Geogrid	37,458	SY	$ 2.00	$ 75,000
505	10' Concrete Sidewalk	108,750	SF	$ 10.00	$ 1,088,000
605	Machine Laid Curb & Gutter	10,875	LF	$ 18.00	$ 196,000
705	Turn Lanes and Median Openings	3,982	SY	$ 77.00	$ 307,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	5,558	GAL	$ 4.00	$ 22,000
				Paving Construction Cost Subtotal:	$ 3,577,000

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 179,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 72,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,252,000
√	Illumination		10%	$ 358,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 72,000
√	Sewer	Minor Adjustments	2%	$ 72,000
√	Turf and Erosion Control		3%	$ 107,000
√	Landscaping and Irrigation		2%	$ 72,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			Allowance Subtotal:	$ 2,184,000

Paving Construction Cost and Allowance Subtotal:		$ 5,761,000
Construction Contingency:	15%	$ 864,000
Mobilization:	10%	$ 576,000
Prep ROW:	4%	$ 230,000
Construction Cost Total:		$ 7,500,000

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 7,500,000
Engineering/Survey/Testing:		16%	$ 1,200,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,631,256
		Impact Fee Project Cost Total:	$ 10,300,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

2. Project Information

In order to correctly estimate the cost of a roadway project, several attributes are first identified:

- Project Number – Identifies which Service Area the project is in with a corresponding number. The corresponding number does not represent any prioritizations and is used only to identify projects. For example, Project B-7 is in Service Area B and is the 7th project on the list.
- Name – A unique identifier for each project. In some cases, abbreviations are used for the project name.
- Limits – Represents the beginning and ending location for each project.
- Impact Fee Class – The costing class to be used in the analysis. The impact fee class provides the width for the various elements in the roadway. The construction costs are variable, based on the Transportation Master Plan classification of the roadway. Modifications to roadway element widths are utilized in cases where a portion of the facility currently exists and the road is only to be widened, or where the road is planned to be widened to an interim configuration. Examples of these are access management projects, which are designated in the summary sheets at the beginning of each service area's Conceptual Level Cost Projections in **Appendix A**. Other specialized cases are noted in the short description box located in this section, such as previously constructed projects with a known cost.
- Ultimate Class – The ultimate classification of the roadway, if different from the Impact Fee Class based on determination of need in the 10-year window.
- Length (ft) – The distance measured in feet that is used to cost out the project.
- Service Area(s) – Represents the service areas where the project is located. Multiple service areas will be listed if the project lies along a service area boundary, or if a different jurisdiction lies along the project, it will be noted.

3. Construction Pay Items

A typical roadway project consists of several costs, including the following: planning, survey, design engineering, permitting, right-of way acquisition, and construction and testing. While the construction cost component of a project may consist of approximately 100 various pay items, a simplified approach was used for developing the conceptual level project costs. The pay items used in the 2022 RIF CIP are as follows:

- Unclassified street excavation;
- HMAC Surface courses (asphalt, in depth);
- Flexible roadway base;
- Geogrid;
- Concrete sidewalks;
- Concrete curb and gutter;
- Turn lanes and median openings; and
- Surface treatment.

4. Construction Component Allowances

A percentage of the paving construction cost is allotted for various major construction component allowances, as appropriate. These allowances include traffic control, pavement markings, signs and posts, roadway drainage, illumination, water and sewer adjustments, turf and erosion control, landscaping and irrigation, mobilization, and preparation of right-of-way. These allowance percentages are also based on historical data.

In addition, lump sum dollar allowances are provided for special drainage structures (bridges and culverts) and railroad crossings. The paving and allowance subtotal is given a fifteen percent (15%) contingency.

5. Summary of Cost and Allowances

To determine the Impact Fee Project Cost Total, sixteen percent (16%) of the construction cost total is added for engineering, surveying, and testing. Right-of-way/easement acquisition is included in project costs at an approximate value of $3 per square foot and is a recoverable cost per Chapter 395 of the Local Government Code. New roadways are assumed to require the TMP required Right-of-Way based on the latest adopted Thoroughfare Plan Map. Widening projects are assumed to require roughly 25% of the TMP required right-of-way on average, but were not evaluated for existing right-of-way individually due to lack of information and for planning level cost estimating purposes.

The Impact Fee Project Cost Total is then the Construction Cost Total plus engineering, surveying, and testing, plus contingency, and minus roadway escrow agreements. In situations where other agencies have jurisdiction over roadways within the corporate limits, it was assumed the City contribution toward such projects would amount to 80% of the Impact Fee Project Cost Total for County shared jurisdiction projects, and 20% of the Impact Fee Project Cost total for intersections with TxDOT jurisdiction, which aligns with historical contributions. Only the anticipated City contributions to roadway projects are recoverable per state law.

E. Summary of Roadway Impact Fee CIP Costs

Tables 4.A – 4.E are the 10-Year RIF CIP project lists for each service area with planning level project costs. Individual project cost worksheets can be seen in **Appendix A**, Conceptual Level Project Cost Projections. It should be noted that these tables reflect only conceptual-level opinions or assumptions regarding the portions of future project costs that are recoverable through impact fees. Actual project costs are likely to change with time and are dependent on market and economic conditions that cannot be predicted.

The RIF CIP establishes the list of projects for which Impact Fees may be utilized. Projects not included in the RIF CIP are not eligible to receive impact fee funding. The cost projections utilized in this study should not be utilized for the City's construction CIP. Cost projections are unchanged in the 2023 Study Update.

Table 4.A – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area A

Street Improvements - Service Area A

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
A-1	New 4-Lane Arterial	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	50%	$ 6,600,000	$ 3,300,000
A-2	New 4-Lane Arterial	Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	1.03	100%	$ 10,300,000	$ 10,300,000
A-3	New 4-Lane Arterial	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	50%	$ 2,100,000	$ 1,050,000
A-4	New 4-Lane Arterial	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	100%	$ 1,000,000	$ 1,000,000
A-5	Access Management	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	50%	$ 500,000	$ 250,000
A-6	Access Management	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	100%	$ 9,364,238	$ 9,364,238
A-7	Access Management	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	50%	$ 274,724	$ 137,362
A-8	Access Management	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	100%	$ 7,864,238	$ 7,864,238
A-9, E-1	Access Management	US 183	From US 183A To HERO WAY	1.70	50%	$ 3,400,000	$ 1,700,000
A-10	New Collector	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	100%	$ 2,700,000	$ 2,700,000
A-11	New Collector	CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	0.40	100%	$ 2,500,000	$ 2,500,000
A-12	Widen Collector	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	0.32	100%	$ 2,000,000	$ 2,000,000
A-13	Widen Collector	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	0.16	50%	$ 1,000,000	$ 500,000
A-14	Widen Collector	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	0.09	100%	$ 600,000	$ 600,000
A-15	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	50%	$ 2,600,000	$ 1,300,000
A-16	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	100%	$ 5,800,000	$ 5,800,000
A-17	New 6-Lane Arterial (1/3)	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	50%	$ 1,900,000	$ 950,000
A-18	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	100%	$ 9,500,000	$ 9,500,000
A-19	Widen 4-Lane Arterial	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	50%	$ 1,900,000	$ 950,000
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%	$ 11,100,000	$ 5,550,000
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%	$ 22,757,707	$ 11,378,854
A-22	New Collector	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	100%	$ 9,900,000	$ 9,900,000
A-23	New Collector	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	50%	$ 3,100,000	$ 1,550,000
A-24	Widen Collector	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	100%	$ 2,000,000	$ 2,000,000

Signal Installation and Intersection Improvements - Service Area A

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000

Service Area A Roadway Project Cost Total	$ 92,144,691
Service Area A Intersection Project Cost Total	$ 474,688
2022 Roadway Impact Fee Study Cost per Service Area	$ 23,000
Total Cost in Service Area A	**$ 92,642,379**

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.

b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 4.B – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area B

Street Improvements - Service Area B

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
B-1	New 4-Lane Arterial (1/2)	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	100%	$ 1,800,000	$ 1,800,000
B-2	Widen Substandard	CR 270	From N US 183 To 965' E OF N US 183	0.20	100%	$ 1,200,000	$ 1,200,000
B-3	Widen Substandard	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	50%	$ 4,000,000	$ 2,000,000
B-4	Widen Substandard	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	50%	$ 1,900,000	$ 950,000
B-5	Widen Substandard	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	100%	$ 400,000	$ 400,000
B-6	Widen Substandard	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	50%	$ 200,000	$ 100,000
B-7	Widen Substandard	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	100%	$ 400,000	$ 400,000
B-8	Widen Substandard	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	50%	$ 1,000,000	$ 500,000
B-9	Widen Substandard	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	100%	$ 500,000	$ 500,000
B-10	Widen Substandard	CR 270	From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	0.08	50%	$ 500,000	$ 250,000
B-11	Widen Substandard	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	100%	$ 1,400,000	$ 1,400,000
B-12	Widen Substandard	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	100%	$ 500,000	$ 500,000
B-13	New Collector	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	100%	$ 5,000,000	$ 5,000,000
B-14	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	50%	$ 2,700,000	$ 1,350,000
B-15	New 4-Lane Arterial (1/2)	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	100%	$ 3,200,000	$ 3,200,000
B-16	Widen 4-Lane Arterial	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	100%	$ 1,500,000	$ 1,500,000
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%	$ 13,900,000	$ 6,950,000

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
BI-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%	$ 400,000	$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%	$ 400,000	$ 200,000

Service Area B Roadway Project Cost Total	$ 28,000,000
Service Area B Intersection Project Cost Total	$ 1,000,000
2022 Roadway Impact Fee Study Cost per Service Area	$ 23,000
Total Cost in Service Area B	**$ 29,023,000**

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 4.C – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area C

Street Improvements - Service Area C

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
C-1	Widen 4-Lane Arterial	Nameless Rd	From TRAVISSO PKWY To 2,475' NW OF RM 1431	1.06	50%	$ 9,400,000	$ 4,700,000
C-2	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	100%	$ 5,000,000	$ 5,000,000
C-3	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	50%	$ 5,700,000	$ 2,850,000
C-4	Widen 4-Lane Arterial (1/2)	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	100%	$ 1,300,000	$ 1,300,000
C-5	Access Management	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	100%	$ 800,000	$ 800,000
C-6	Access Management	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	50%	$ 100,000	$ 50,000
C-7	Access Management	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	100%	$ 3,900,000	$ 3,900,000
C-8	Widen Collector	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	100%	$ 3,200,000	$ 3,200,000
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%	$ 4,500,000	$ 2,250,000
C-10	Widen Substandard	W South St	From WEST DR To US 183	0.19	100%	$ 1,200,000	$ 1,200,000
C-11	Access Management	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	100%	$ 500,000	$ 500,000
C-12	Access Management	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	100%	$ 500,000	$ 500,000
A-20, C-13	Widen 4-Lane Arterial	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	50%	$ 11,100,000	$ 5,550,000
A-21, C-14	Access Management	Hero Way	From LAKELINE BLVD To US 183	2.51	50%	$ 22,757,707	$ 11,378,854
C-15	Widen Collector	Municipal Dr	From Nothern Hills To S West Dr	0.56	100%	$ 2,494,024	$ 2,494,024

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,687.50
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000.00
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	$ 355,000	$ 177,500.00
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	$ 194,000	$ 97,000.00
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%	$ 472,250	$ 472,250.00
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%	$ 1,200,000	$ 1,200,000.00
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%	$ 400,000	$ 400,000.00
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%	$ 400,000	$ 400,000.00
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%	$ 400,000	$ 400,000.00
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%	$ 400,000	$ 80,000.00

Service Area C Roadway Project Cost Total	$	45,672,878
Service Area C Intersection Project Cost Total	$	3,701,438
2022 Roadway Impact Fee Study Cost per Service Area	$	23,000
Total Cost in Service Area C	**$**	**49,397,315**

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 4.D – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area D

Street Improvements - Service Area D

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
D-1	Widen Substandard	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	0.88	100%	$ 5,300,000	$ 5,300,000
D-2	Widen Collector	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	100%	$ 14,300,000	$ 14,300,000
D-3	New Collector	Raider Way	From HERO WAY To RM 2243	0.64	100%	$ 4,700,000	$ 4,700,000
D-4	New Collector	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	100%	$ 3,200,000	$ 3,200,000
D-5	Widen 4-Lane Arterial	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	50%	$ 1,680,000	$ 840,000
D-6	Widen 4-Lane Arterial	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	100%	$ 1,680,000	$ 1,680,000
D-7	Widen 4-Lane Arterial	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	50%	$ 960,000	$ 480,000
D-8	Widen 4-Lane Arterial	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	50%	$ 6,720,000	$ 3,360,000
D-9	Widen 4-Lane Arterial	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	100%	$ 2,720,000	$ 2,720,000
D-10	Widen 4-Lane Arterial	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	50%	$ 880,000	$ 440,000
D-11	Widen 4-Lane Arterial	RM 2243	From N US 183 To CR 175	3.21	100%	$ 45,100,000	$ 45,100,000
D-12	Widen 4-Lane Arterial	RM 2243	From CR 175 To HERO WAY	0.28	50%	$ 2,600,000	$ 1,300,000
D-13	New Collector	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	100%	$ 6,300,000	$ 6,300,000
D-14	New 4-Lane Arterial	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	100%	$ 1,400,000	$ 1,400,000
D-15	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	100%	$ 1,500,000	$ 1,500,000
D-16	New 4-Lane Arterial	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	100%	$ 9,400,000	$ 9,400,000
D-17	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	50%	$ 1,900,000	$ 950,000
D-18	New 4-Lane Arterial	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	100%	$ 800,000	$ 800,000
D-19	Widen 4-Lane Arterial	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	100%	$ 6,700,000	$ 6,700,000
D-20	Widen 4-Lane Arterial	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	50%	$ 3,400,000	$ 1,700,000
D-21	Widen 4-Lane Arterial	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	100%	$ 1,200,000	$ 1,200,000
D-22	Widen 4-Lane Arterial	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	50%	$ 500,000	$ 250,000
D-23	Widen 4-Lane Arterial	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	100%	$ 3,200,000	$ 3,200,000
D-24	Access Management	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	100%	$ 4,200,000	$ 4,200,000
C-9, D-25	Access Management	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	50%	$ 4,500,000	$ 2,250,000
D-26	Widen Collector	N East St	From Hero Way To E South St	0.30	100%	$ 3,280,852	$ 3,280,852
D-27	Widen Collector	N East St	From E Evans St To E South St	0.21	100%	$ 1,100,000	$ 1,100,000
D-28	Widen Collector	Woodview Dr	From US 183A To Raider Way	0.38	100%	$ 4,909,533	$ 4,909,533
D-29	Widen Collector	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	100%	$ 4,909,533	$ 4,909,533
B-17, D-30	New 3-Lane Frontage	Hero Way ROW	From US 183 To RM 2243	2.34	50%	$ 13,900,000	$ 6,950,000

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%	$ 400,000	$ 200,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	$ 355,000	$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	$ 194,000	$ 97,000
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%	$ 5,000,000	$ 5,000,000
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%	$ 1,200,000	$ 1,200,000
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%	$ 1,200,000	$ 1,200,000
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%	$ 400,000	$ 400,000
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%	$ 400,000	$ 400,000
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%	$ 1,200,000	$ 1,200,000

Service Area D Roadway Project Cost Total	$ 144,419,917
Service Area D Intersection Project Cost Total	$ 10,349,188
2022 Roadway Impact Fee Study Cost per Service Area	$ 23,000
Total Cost in Service Area D	**$ 154,792,105**

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Table 4.E – 10-Year RIF CIP
with Conceptual Level Cost Projections – Service Area E

Street Improvements - Service Area E

Project #	Impact Fee Class	Street Name	Limits	Length (Miles)	Percent in Service Area	Project Cost	Total Cost in Service Area
A-9, E-1	Access Management	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	50%	$ 3,400,000	$ 1,700,000
E-2	Widen 6-Lane Arterial (2/3)	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	100%	$ 3,000,000	$ 3,000,000
E-3	New Collector	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	100%	$ 4,661,885	$ 4,661,885
E-4	New Collector	College Way	From Main Street To US 183A	0.41	100%	$ 1,600,000	$ 1,600,000
E-5	New Collector	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	100%	$ 1,800,000	$ 1,800,000

Signal Installation and Intersection Improvements - Service Area E

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000

Service Area E Roadway Project Cost Total	$	12,761,885
Service Area E Intersection Project Cost Total	$	474,688
2022 Roadway Impact Fee Study Cost per Service Area	$	23,000
Total Cost in Service Area E	**$**	**13,259,573**

a. These planning level cost projections have been developed for Impact Fee calculations only and should not be used for any future Capital Improvement Projects within the City of Leander.
b. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project

F. Service Unit Calculation

The basic service unit for the computation of Leander's Roadway Impact Fees is the vehicle-mile of travel during the afternoon peak-hour (as explained on Pg. 29). To determine the cost per service unit, it is necessary to project the growth in vehicle-miles of travel for the service area for the 10-year period.

The growth in vehicle-miles from 2021 to 2031 is based upon projected changes in residential units and employment for the period. To determine this growth, estimates of residential units, basic employment, service employment, and retail employment for 2021 were made, along with growth projections for each of these demographic statistics through 2031. The Land Use Assumptions section of this report details the growth estimates used for impact fee determination.

For the purposes of impact fees, all developed and developable land is categorized as either residential or non-residential. For residential land uses, the existing and projected number of dwelling units are estimated. The number of dwelling units in each service area is multiplied by a *transportation demand factor* (discussed in more detail below) to compute the vehicle-miles of travel that occur during the afternoon peak hour. This factor indicates the average amount of demand created by the residential land uses in the service area.

For non-residential land uses, the process is similar. The Land Use Assumptions section of this report provides existing and projected number of building square footages for three (3) categories of employment – basic, service, and retail. These categories correspond to an aggregation of other specific land use categories based on the North American Industrial Classification System (NAICS).

Building square footage is the most common independent variable for the estimation of non-residential trips in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. This characteristic is more appropriate than the number of employees, because building square footage is tied more closely to trip generation and

is known at the time of application for any development that would require the assessment of an impact fee.

The existing and projected land use assumptions for the dwelling units and the square footage of basic, service, and retail land uses provide the basis for the projected increase in vehicle-miles of travel. As noted earlier, a *transportation demand factor* is applied to these values and then summed to calculate the total peak hour vehicle-miles of demand for each service area.

The *transportation demand factors* are aggregate rates derived from two sources – the *ITE Trip Generation Manual, 11th Edition* and the National Household Travel Survey performed by the Federal Highway Administration (FHWA). The *ITE Trip Generation Manual, 11th Edition* provides the number of trips that are produced or attracted to the land use for each dwelling unit, square foot of building, or other corresponding unit. For the retail category of land uses, the rate is adjusted to account for the fact that a percentage of retail trips are made by people who would otherwise be traveling past that particular establishment anyway, such as a trip between work and home. For example, a stop at a nearby supermarket on the way home from work does not create a new trip onto the roadway network. These trips are called pass-by trips, and since the travel demand is accounted for in the land use calculations relative to the primary trip, it is necessary to discount the retail trip generation rates to avoid double counting trips. The next component of the *transportation demand factor* accounts for the length of each trip. The average trip length for each category is based on the Capital Area Metropolitan Planning Organization (CAMPO) long-range transportation model and supplemented with the National Household Travel Survey conducted by the FHWA.

The computation of the *transportation demand factor* is based on the following equation:

Variables:

$$TDF = T * (1 - P_b) * L_{\max}$$

$$\text{where...}\ L_{\max} = \min(L * OD \ \text{ or } 6)$$

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
P_b = Pass-By Discount (% of trips),
L_{max} = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The maximum trip length was limited to six (6) miles based on the maximum trip length within each service area. Chapter 395 of the Texas Local Government Code allows for a service area of six (6) miles, and the service areas within Leander are closely approximated with a six (6) mile distance.

The adjustment made to the average trip length statistic in the computation of the maximum trip length is the origin-destination reduction. This adjustment is made because the Roadway Impact Fee is charged to both the origin and destination end of the trip. For example, impact fee methodology will account for a trip from home to work within Leander to both residential and non-residential land uses. To avoid counting these trips twice as both residential and non-residential trips, a 50% origin-destination (OD) reduction factor is applied. Therefore, only half of the trip length is assessed to each land use, and the total trip is only counted once. This methodology is consistent with that used in the National Household Travel Survey. These lengths were developed based on the CAMPO long-range transportation model.

Table 5 shows the derivation of the *Transportation Demand Factor* for the residential land uses and the three (3) non-residential land use categories. The values utilized for all variables shown in the *transportation demand factor* equation are also shown in the table. TDF factors are unchanged in the 2023 Study Update.

Table 5. Transportation Demand Factor Calculations

Variable	Residential, Single Family	Residential, Multifamily	Basic	Service	Retail
T	0.94	0.51	0.65	1.44	2.24
P_b	0%	0%	0%	0%	34%
L	8.59	8.59	12.89	6.76	6.35
L_{max}	4.30	4.30	6.00	3.38	3.18
TDF	**4.04**	**2.19**	**3.90**	**4.87**	**7.12**
	* L_{max} is less than 6 miles for residential, service, and retail land uses; therefore this lower trip length is used for calculating the TDF for these land uses.				

Variables:

TDF = Transportation Demand Factor,
T = Trip Rate (peak hour trips / unit),
P_b = Pass-By Discount (% of trips),
L_{max} = Maximum Trip Length (miles),
L = Average Trip Length (miles), and
OD = Origin-Destination Reduction (50%)

The application of the demographic projections and the *transportation demand factors* are presented in the 10-Year Growth Projections in **Table 6.** This table shows the growth in total vehicle-miles by service area between the years 2021 – 2031.

Table 6. 10-Year Growth Projections

2021 - 2031 Conditions[1]

Service Area	Residential Vehicle-Miles					Non-Residential Square-Feet[5]			Transportation Demand Factor[6]			Non-Residential Vehicle-Miles[10]				Total Vehicle-Miles[11]
	Single-Family Units	Trip Rate TDF[2]	Multifamily Units	Trip Rate TDF[3]	Vehicle Miles[4]	Basic	Service	Retail	Basic[7]	Service[8]	Retail[9]	Basic	Service	Retail	Total	
-		*0.94*		*0.51*					*0.65*	*1.44*	*2.24*					
A	4,821		1,205		22,115	1,000,000	300,000	300,000				3,900	1,461	2,136	7,497	29,612
B	3,032		1,079		14,612	0	1,100,000	1,200,000				0	5,357	8,544	13,901	28,513
C	4,409	4.04	1,102	2.19	20,226	0	800,000	600,000	3.90	4.87	7.12	0	3,896	4,272	8,168	28,394
D	4,414		3,603		25,723	200,000	1,600,000	2,975,000				780	7,792	21,182	29,754	55,477
E	2,299		2,635		15,057	0	1,300,000	1,200,000				0	6,331	8,544	14,875	29,932
Totals	**18,974**		**9,624**		**97,732**	**1,200,000**	**5,100,000**	**6,275,000**				**4,680**	**24,837**	**44,678**	**74,195**	**171,927**

Notes:

[1] From City of Leander 2022 land use assumptions for roadway impact fees

[2] Transportation Demand Factor (from LUVMET) uses the single-family detached housing land use and *trip generation rate*

[3] Transportation Demand Factor (from LUVMET) uses the multifamily housing (low-rise) land use and *trip generation rate*

[4] Calculated by multiplying the TDF by the number of dwelling units

[5] From City of Leander 2022 land use assumptions for roadway impact fees

[6] Trip generation *rate* and transportation demand factors from LUVMET for each land use

[7] 'Basic' corresponds to general light industrial land use and *trip generation rate*

[8] 'Service' corresponds to general office land use and *trip generation rate*

[9] 'Retail' corresponds to shopping center land use and *trip generation rate*

[10] Calculated by multiplying transportation demand factor by the number of thousand square feet for each land use

[11] Residential plus non-residential vehicle-mile totals for each service area

Table 6 (Continued). 10-Year Growth Projections
Vehicle Miles of Increase (2021-2031)

Service Area	Vehicle-Miles
A	29,612
B	28,513
C	28,394
D	55,477
E	29,932

V. ROADWAY IMPACT FEE CALCULATION

A. Maximum Assessable Impact Fee Per Service Unit

This section presents the maximum assessable impact fee rate calculated for each service area. The maximum assessable impact fee is the sum of the eligible RIF CIP costs for the service area divided by the growth in travel attributable to new development projected to occur within the 10-year period. A majority of the components of this calculation have been described and presented in previous sections of this report. The purpose of this section is to document the computation for each service area and to demonstrate that the guidelines provided by Chapter 395 of the Texas Local Government Code have been addressed. **Table 7** illustrates the computation of the maximum assessable impact fee computed for each service area. Each row in the table is numbered to simplify explanation of the calculation. The calculation of the maximum assessable impact fee is shown in **Table 8**. The Roadway Impact Fee CIP consists of both roadway segment and intersection improvements. The roadway segment component is referred to as the "Roadway Impact Fee CIP," while the intersection component is referred to as the "Intersection Impact Fee CIP."

Table 7. Maximum Assessable Roadway Impact Fee Computation

Line	Title	Description
1	*Total Vehicle-Miles of Capacity Added by the Roadway Impact Fee CIP*	The total number of vehicle-miles added to the service area based on the capacity, length, and number of lanes in each project (from **Appendix B** – Roadway Impact Fee CIP Units of Supply)

Each project identified in the RIF CIP will add a certain amount of capacity to the City's roadway network based on its length and classification. This line displays the total amount added within each service area.

2	*Total Vehicle-Miles of Existing Demand*	A measure of the amount of traffic currently using the roadway facilities upon which capacity is being added. (from **Appendix B** – Roadway Impact Fee CIP Units of Supply)

A number of facilities identified in the RIF CIP have traffic currently utilizing a portion of their existing capacity. This line displays the total amount of capacity along these facilities currently being used by existing traffic.

3	*Total Vehicle-Miles of Existing Deficiencies*	Number of vehicle-miles of travel that are not accommodated by the existing roadway system (from **Appendix C** – Existing Roadway Facilities Inventory)

In order to ensure that existing deficiencies on the City's roadway network are not recoverable through impact fees, this line is based on the entire roadway network within the service area. Any roadway within the service area that is deficient – even those not identified on the Roadway Impact Fee CIP – will have these additional trips removed from the calculation.

4	*Net Amount of Vehicle-Miles of Capacity Added*	A measurement of the amount of vehicle-miles added by the RIF CIP that will not be utilized by existing demand **(Line 1 – Line 2 – Line 3)**

This calculation identifies the portion of the RIF CIP (in vehicle-miles) that may be recoverable through the collection of impact fees.

5	*Total Cost of the **Roadway** Impact Fee CIP within the Service Area*	The total cost of the **roadway** projects within each service area (from **Table 4**: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections)

This line simply identifies the total cost of all the roadway projects identified in each service area.

6	*Cost of Net Capacity Supplied*	The total Roadway Impact Fee CIP cost (**Line 5**) prorated by the ratio of Net Capacity Added (**Line 4**) to Total Capacity Added (**Line 1**). **[(Line 4 / Line 1) * (Line 5)]**

Using the ratio of vehicle-miles added by the Roadway Impact Fee CIP available to serve future growth to the total vehicle-miles added, the total cost of the RIF CIP is reduced to the amount available for future growth (i.e. excluding existing usage and deficiencies).

7	*Cost to Meet Existing Needs and Usage*	The difference between the Total Cost of the Roadway Impact Fee CIP (**Line 5**) and the Cost of the Net Capacity supplied (**Line 6**). **(Line 5 – Line 6)**

This line is provided for information purposes only – it is to present the portion of the total cost of the Roadway Impact Fee CIP that is required to meet existing demand.

8	*Total Vehicle-Miles of New Demand over Ten Years*	Based upon the growth projection provided in the **Land Use Assumptions**, an estimate of the number of new vehicle-miles within the service area over the next ten years. (from **Table 6**)

This line presents the amount of growth (in vehicle-miles) projected to occur within each service area over the next ten years.

9	*Percent of Capacity Added Attributable to New Growth*	The result of dividing Total Vehicle-Miles of New Demand (**Line 8**) by the Net Amount of Capacity Added (**Line 4**), limited to 100% (**Line 10**). This calculation is required by Chapter 395 to ensure capacity added is attributable to new growth.
10	*Chapter 395 Check*	

In order to ensure that the vehicle-miles added by the Roadway Impact Fee CIP do not exceed the amount needed to accommodate growth beyond the ten-year window, a comparison of the two values is performed. If the amount of vehicle-miles added by the Roadway Impact Fee CIP exceeds the growth projected to occur in the next ten years, the Roadway Impact Fee CIP cost is reduced accordingly.

11	*Cost of **Roadway** Impact Fee CIP Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (**Line 6**) by the Percent of Capacity Added Attributable to New Growth, limited to 100% (**Line 10**).

This value is the total Roadway Impact Fee CIP project costs (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

12	*Total Cost of the **Intersection** Impact Fee CIP within the Service Area*	The total cost of the intersection projects within each service area (from **Table 4**: 10-Year Roadway Impact Fee Capacity Improvements Plan with Conceptual Level Cost Projections)

This line simply identifies the total cost of all the intersection projects identified in each service area.

13	*Percent of **Intersection** Capacity Added Attributable to New Growth*	The result of dividing Total Vehicle-Miles of New Demand (**Line 8**) by the vehicle-mile carrying capacity in each service area (**Table 6**).

In order to ensure that the capacity added by the Intersection Impact Fee CIP does not exceed the amount needed to accommodate growth beyond the ten-year window, the anticipated vehicle mile growth in each service area is calculated as a percentage of the vehicle-mile carrying capacity.

14	*Cost of **Intersection** Impact Fee CIP Attributable to New Growth*	The result of multiplying the Cost of Net Capacity Added (**Line 12**) by the Percent of Capacity Added Attributable to New Growth (**Line 13**). (**Line 12 * Line 13**)

This value is the total Intersection Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

15	*Credit for Previous Contributions*	The total contributions by development toward the building of improvements in the Roadway Impact Fee CIP.

This value is the total of all exactions upon development that resulted in a financial contribution towards future improvements in the Roadway Impact Fee CIP. This line is intended as a credit to development so as not to double charge for previous contributions for roadway capacity improvements.

16	*Cost of **Total** Roadway Impact Fee CIP Attributable to New Growth*	The result of adding the Cost of the Roadway Impact Fee CIP Attributable to new growth (**Line 11**) to the Cost of the Intersection Impact Fee CIP Attributable to new growth (**Line 14**) less credits for previous contributions (**Line 11 + Line 14 – Line 15**).

This value is the Total Roadway Impact Fee CIP project cost (excluding financial costs) that may be recovered through impact fees. This line is determined considering the limitations to impact fees required by the Texas legislature.

B. Plan for Financing and the Ad Valorem Tax Credit

Chapter 395 of the Texas Local Government Code requires the Roadway Impact Fee Capital Improvements Plan for Roadway Impact Fees to contain specific enumeration of a plan for awarding the impact fee credit. Section 395.014 of the Code requires:

(A) a credit for the portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the transportation improvements plan; or

(B) In the alternative, a credit equal to 50 percent of the total projected cost of implementing the transportation improvements plan…"

The plan is summarized, as prepared by NewGen Strategies in **Appendix D** and **Appendix E**, Plan for Awarding the Roadway Impact Fee Credit. The following table summarizes the portions of **Table 8** that utilize this credit calculation.

Line	Title	Description
17	*Pre-Credit Maximum Fee Per Service Unit*	Found by dividing the Cost of the CIP Attributable to New Growth (**Line 16**) by the Total Vehicle-Miles of New Demand Over Ten Years (**Line 8**). (**Line 16 / Line 8**)
18	*Financing Costs*	(from **Appendix D** – Plan for Awarding the Roadway Impact Fee Credit)
19	*Interest Earnings*	(from **Appendix D** – Plan for Awarding the Roadway Impact Fee Credit)
20	*Credit for Ad Valorem Taxes*	A credit for the portion of ad valorem taxes projected to be generated by the new service units, as per Section 395.014 of the Local Government Code. (from **Appendix D** – Plan for Awarding the Roadway Impact Fee Credit)
21	*Recoverable Cost of the Roadway Impact Fee CIP and Financing*	The Cost of the CIP Attributable to New Growth (**Line 19**) plus Financing Costs (**Line 18**), less Interesting Earnings (**Line 19**), less the Credit for Ad Valorem Taxes (**Line 21**). (**Line 16 + Line 18 + Line 19 + Line 20**)
22	*Maximum Assessable Fee Per Service Unit*	Found by dividing the Recoverable Cost of the CIP and Financing (**Line 21**) by the Total Vehicle-Miles of New Demand Over Ten Years (**Line 8**). (**Line 21 / Line 8**)

C. Maximum Assessable Impact Fee Determination

The impact fee determination method employed by NewGen Strategies and Solutions, LLC is developed through a financial based model, which fully recognizes the requirements of Chapter 395, including the recognition of cash and/or debt financing, interest earnings, fund balances, and applicable credits associated with the use of ad valorem taxes. In developing the components of the financial model several assumptions must be made, including the following:

- Financing
    - Method of financing (i.e. cash or debt financing)
    - The level of financing (e.g. 100% debt)
    - Cost of financing
    - Debt repayment structure
- Timing and Level of Expenditures and Revenues
- Interest Earnings
- Annual Vehicle Mile Growth
- Portion of Ad Valorem Tax Revenue Used to Fund Impact Fee Roadway Improvements

The assumptions employed in the maximum assessable impact fee determination provide a reasonable basis for forecasting; however, it must be emphasized that these assumptions may not necessarily reflect actual future conditions. To address this, Chapter 395 requires the monitoring of impact fees through the Impact Fee Advisory Committee and allows for the option to update or revise impact fees to reflect the actual implementation of the impact fee program. Assumptions are unchanged in the 2023 Study Update.

Once the cost of capacity added that is attributable to growth (Max Fee Table - line 16) is determined, it must then be decided how the cost will be financed: cash and/or debt. For any previously funded projects, whether partially funded or in full, actual costs of capital have been included. Based on discussions with City staff, unless specified otherwise, it is assumed that the City will debt finance 100% of the future project costs. For debt financing, the cost of financing is based on the City staff estimates of future debt costs for bonds issued with 20-year terms, as shown in **Appendix E**. Debt service payments for each future debt issue are assumed to remain constant over the issue's term.

Currently, the exact timing and annual level of cash capital expenditures over the forecast period is indeterminate; therefore, it is assumed that cash capital expenditures will occur in equal amounts over the 10-year program period. It is also assumed that for debt-financed capital projects, the City will expend debt proceeds over a 3-year timeframe. For the calculation of the maximum assessable impact fee, debt is assumed to be issued in equal amounts for every 3 years. In order to recognize the full amount of debt to be issued for the cost of capacity added that is attributable to growth during the 10-year period, a portion of years 8, 9, and 10 are assumed to be spent in the final 3 years.

Because debt is issued over 20-year terms and impact fees developed herein are to be charged over a 10-year period, sufficient fund balance must be generated to meet the future debt service obligations. Because of the generation of the fund balance, excess monies will be available for interest earnings.

Chapter 395 states that interest earnings are funds of the impact fee account and are to be held to the same restrictions as impact fee revenues. Therefore, in order to recognize that interest earnings are used to fund only impact fee eligible improvements, interest earnings are credited against the costs recoverable through impact fees. It should be noted that Chapter 395 does not require the upfront recognition of interest earnings in the impact fee determination; however, in an effort to acknowledge the time value of the impact fee payers' monies, interest earnings have been credited. Interest is assumed to be earned at an annual rate of 1.00%, which is the average Texpool 5-year average rate per City Staff.

As with the timing and level of the capital expenditures over the 10-year forecast, the timing and annual level of vehicle mile growth over the 10-year program period is indeterminate at the present time. As such, it is assumed that vehicle mile growth will be consistent over the 10-year forecast.

Chapter 395 requires a plan for awarding either a credit for the portion of ad valorem tax and/or utility service revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. As an alternative, a credit equal to 50% of the total cost of implementing the Roadway Impact Fee CIP may be used. The City has elected to pursue the determination of a credit for the portion of ad valorem tax revenues generated by new vehicle miles during the program period that are used for payment of improvements that are included in the Roadway Impact Fee CIP. It should be noted that the credit is not a determination to recognize the total ad valorem tax revenue generated by new vehicle miles, but is only a credit for the portion of ad valorem tax revenue that is used for payment of improvements that are included in the Roadway Impact Fee CIP. Theoretically, the credit determination could be zero ($0) if the City does not utilize any of the new vehicle mile ad valorem tax revenue to fund improvements that are included in the Roadway Impact Fee CIP. However, to be conservative and recognize potential cash flow issues that can occur with the funding of major capital improvement projects, it is assumed that the debt-funded projects (100% of the improvement costs included in the Roadway Impact Fee CIP but not otherwise funded) could potentially be funded by ad valorem tax revenue.

Since payments made through ad valorem tax revenue will consist of not only the revenue generated by new vehicle miles in the defined service area, but also existing property owners throughout the City, the portion attributable to the new vehicle miles in the defined service area must be isolated, as illustrated in the credit calculation in **Appendix E**.

Table 8. Maximum Assessable Roadway Impact Fee

Line	Calculation	Service Area: A	Service Area: B	Service Area: C	Service Area: D	Service Area: E
1	**Total Vehicle-Miles of Capacity Added by the Roadway Impact Fee CIP** *(From Roadway Impact Fee CIP Service Units of Supply - Appendix B)*	39,489	7,241	36,562	46,538	6,012
2	**Total Vehicle-Miles of Existing Demand** *(From Roadway Impact Fee CIP Service Units of Supply - Appendix B)*	10,764	1,019	15,980	20,560	1,928
3	**Total Vehicle-Miles of Existing Deficiencies** *(From Roadway Impact Fee Existing Conditions - Appendix C)*	100	4	196	2,486	0
4	**Net Amount of Vehicle-Miles of Capacity Added** *Line 1 - Line 2 - Line 3*	28,625	6,218	20,386	23,492	4,084
5	**Total Cost of the Roadway Impact Fee CIP within Service Area** *(From Tables 4A - 4E)*	$ 92,144,691	$ 28,000,000	$ 45,672,878	$ 144,419,917	$ 12,761,885
6	**Cost of Net Capacity Supplied** *(Line 4 / Line 1) * Line 5*	$ 66,793,498	$ 24,044,516	$ 25,466,400	$ 72,902,105	$ 8,668,683
7	**Cost to Meet Existing Needs & Usage** *Line 5 - Line 6*	$ 25,351,193	$ 3,955,484	$ 20,206,478	$ 71,517,812	$ 4,093,202
8	**Total Vehicle-Miles of New Demand over 10 Years** *(From Table 6 and Land Use Assumptions)*	29,612	28,513	28,394	55,477	29,932
9	**Percent of Capacity Added Attributable to Growth** *Line 8 / Line 4*	103.4%	458.5%	139.2%	236.1%	732.9%
10	**Reduce Line 10 to 100% if Line 9 > Line 3** (Otherwise, No Change)	100.0%	100.0%	100.0%	100.0%	100.0%
11	**Cost of Roadway Impact Fee CIP Attributable to Growth** *Line 6 * Line 10*	$ 66,793,498	$ 24,044,516	$ 25,466,400	$ 72,902,105	$ 8,668,683
12	**Total Cost of the Intersection Impact Fee CIP within Service Area** *(From Tables 4A - 4E)*	$ 474,688	$ 1,000,000	$ 3,701,438	$ 10,349,188	$ 474,688
13	**Percent of Intersection Capacity Added Attributable to Growth** *(New Demand over 10 Years / 2031 Demand)*	66%	77%	40%	77%	96%
14	**Cost of Intersection Impact Fee CIP Attributable to Growth** *Line 12 * Line 13*	$ 315,572	$ 767,279	$ 1,475,115	$ 8,011,630	$ 456,306
15	**Credit for Previous Contributions**	$ 1,204,178	$ 760,083	$ 323,496	$ 371,380	$ 170,963
16	**Cost of the Roadway Impact Fee CIP Attributable to Growth - Developer Contributions** *Line 11 + Line 14 - Line 15 + Study Cost per Service Area*	$ 65,927,892	$ 24,074,712	$ 26,641,019	$ 80,565,355	$ 8,977,026
17	**Pre-Credit, Pre-Financing Maximum Fee per Service Unit** *Line 16 / Line 8*	$ 2,226	$ 844	$ 938	$ 1,452	$ 300
18	**Financing Costs** *(From Appendix D)*	$ 22,348,150	$ 9,318,032	$ 9,119,348	$ 30,606,044	$ 3,075,734
19	**Interest Earnings** *(From Appendix D)*	$ (6,550,644)	$ (2,854,197)	$ (2,664,480)	$ (7,812,465)	$ (979,928)
20	**Credit for Ad Valorem Taxes** *(From Appendix D)*	$ (17,192,671)	$ (6,532,301)	$ (6,718,697)	$ (35,163,954)	$ (2,478,629)
21	**Recoverable Cost of Total Roadway Impact Fee CIP and Financing** *Line 16 + Line 18 + Line 19 + Line 20*	$ 64,532,727	$ 24,006,246	$ 26,377,190	$ 68,194,980	$ 8,594,202
22	**Maximum Assessable Fee per Service Unit** *Line 21 / Line 8*	$ 2,179	$ 842	$ 929	$ 1,229	$ 287

D. Service Unit Demand Per Unit of Development

The Roadway Impact Fee is determined by multiplying the impact fee rate by the number of service units projected for the proposed development. For this purpose, the City will utilize the Land Use/Vehicle-Mile Equivalency Table (LUVMET), presented in **Table 9**. This table lists the predominant land uses that may occur within the City of Leander. For each land use, the development unit that defines the development's magnitude with respect to transportation demand is shown. Although every possible use cannot be anticipated, the majority of local uses are found in this table. The descriptions for each land use are presented in **Table 10**. If the exact use is not listed, one similar in trip-making characteristics can serve as a reasonable proxy. The individual land uses are grouped into categories, such as residential, office, commercial, industrial, and institutional.

The trip rates presented for each land use is a fundamental component of the LUVMET. The trip rate is the average number of trips generated during the afternoon peak hour by each land use per development unit. The next column in **Table 9**, if applicable to the land use, presents the percentage of trips to and from certain land uses reduced by pass-by trips, as previously discussed.

The definitive source of the trip generation and pass-by statistics is the *ITE Trip Generation Manual, 11th Edition*, the latest edition. This manual utilizes trip generation studies for a variety of land uses throughout the United States, and is the standard used by traffic engineers and transportation planners for traffic impact analysis, site design, and transportation planning. However, for land uses not contained within the 11th Edition of the *ITE Trip Generation Manual,* an alternative service unit demand could be calculated by completing a trip generation study based on the procedure identified in the *ITE Trip Generation Handbook*.

To convert vehicle trips to vehicle-miles, it is necessary to multiply trips by trip length. The trip length values are based on the CAMPO long range transportation model and supplemented by the *National Household Travel Survey* performed by the FHWA. The other adjustment to trip length is the 50% origin-destination reduction to avoid double counting of trips. At this stage, another important aspect of the state law is applied – the limit on transportation

service unit demand. If the adjusted trip length is above six (6) miles, the maximum trip length used for calculation is reduced to six (6) miles. This reduction, as discussed previously, limits the maximum trip length to the approximate size of the service areas.

The remaining column in the LUVMET shows the vehicle-miles per development unit. This number is the product of the trip rate and the maximum trip length. This number, previously referred to as the *Transportation Demand Factor*, is used in the impact fee to compute the number of service units attributed to each land use category. The number of service units is multiplied by the impact fee rate (established by City ordinance) in order to determine the impact fee for a development.

Table 9. Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	PM Peak Hour Trip Generation Rate	Pass-by Rate	Adjusted PM Peak Hour Trip Generation Rate	Trip Length (Miles)	Adjustment for O-D	Adjusted Trip Length (Miles)	Maximum Trip Length (Miles)	Vehicle-Miles per Developement-Unit
PORT AND TERMINAL										
Truck Terminal	030	1,000 SF GFA	1.87		1.87	10.70	50%	5.35	5.35	10.00
INDUSTRIAL										
General Light Industrial	110	1,000 SF GFA	0.65		0.65	12.89	50%	6.45	6.00	3.90
Industrial Park	130	1,000 SF GFA	0.34		0.34	12.89	50%	6.45	6.00	2.04
Warehousing	150	1,000 SF GFA	0.18		0.18	12.89	50%	6.45	6.00	1.08
Mini-Warehouse	151	1,000 SF GFA	0.15		0.15	12.89	50%	6.45	6.00	0.90
RESIDENTIAL										
Single-Family Detached Housing	210	Dwelling Unit	0.94		0.94	8.59	50%	4.30	4.30	4.04
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51		0.51	8.59	50%	4.30	4.30	2.19
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39		0.39	8.59	50%	4.30	4.30	1.68
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32		0.32	8.59	50%	4.30	4.30	1.38
Senior Adult Housing - Detached	251	Dwelling Unit	0.30		0.30	8.59	50%	4.30	4.30	1.29
Senior Adult Housing - Attached	252	Dwelling Unit	0.25		0.25	8.59	50%	4.30	4.30	1.08
Assisted Living	254	Beds	0.24		0.24	8.59	50%	4.30	4.30	1.03
LODGING										
Hotel	310	Room	0.59		0.59	5.41	50%	2.71	2.71	1.60
Motel / Other Lodging Facilities	320	Room	0.36		0.36	5.41	50%	2.71	2.71	0.98
RECREATIONAL										
Golf Driving Range	432	Tee	1.25		1.25	6.35	50%	3.18	3.18	3.98
Golf Course	430	Acre	2.91		2.91	6.35	50%	3.18	3.18	9.25
Recreational Community Center	495	1,000 SF GFA	2.50		2.50	6.35	50%	3.18	3.18	7.95
Ice Skating Rink	465	1,000 SF GFA	1.33		1.33	6.35	50%	3.18	3.18	4.23
Miniature Golf Course	431	Hole	0.33		0.33	6.35	50%	3.18	3.18	1.05
Multiplex Movie Theater	445	Screens	13.96		13.96	6.35	50%	3.18	3.18	44.39
Racquet / Tennis Club	491	Court	3.82		3.82	6.35	50%	3.18	3.18	12.15
INSTITUTIONAL										
Religious Place of Worship	560	1,000 SF GFA	0.49		0.49	6.30	50%	3.15	3.15	1.54
Day Care Center	565	1,000 SF GFA	11.12		11.12	3.39	50%	1.70	1.70	18.90
Middle School / Junior High School	522	Students	0.15		0.15	3.39	50%	1.70	1.70	0.26
University / College	550	Students	0.15		0.15	3.39	50%	1.70	1.70	0.26
MEDICAL										
Clinic	630	1,000 SF GFA	3.69		3.69	6.76	50%	3.38	3.38	12.47
Hospital	610	1,000 SF GFA	0.86		0.86	6.76	50%	3.38	3.38	2.91
Nursing Home	620	Beds	0.14		0.14	6.76	50%	3.38	3.38	0.47
Animal Hospital / Veterinary Clinic	640	1,000 SF GFA	3.53		3.53	6.76	50%	3.38	3.38	11.93
OFFICE										
Corporate Headquarters Building	714	1,000 SF GFA	1.30		1.30	6.76	50%	3.38	3.38	4.39
General Office Building	710	1,000 SF GFA	1.44		1.44	6.76	50%	3.38	3.38	4.87
Medical-Dental Office Building	720	1,000 SF GFA	3.93		3.93	6.76	50%	3.38	3.38	13.28
Single Tenant Office Building	715	1,000 SF GFA	1.76		1.76	6.76	50%	3.38	3.38	5.95
Office Park	750	1,000 SF GFA	1.30		1.30	6.76	50%	3.38	3.38	4.39
COMMERCIAL										
Automobile Related										
Automobile Care Center	942	1,000 SF GFA	3.11		3.11	5.41	50%	2.71	2.71	8.43
Automobile Parts Sales	843	1,000 SF GFA	4.90		4.90	5.41	50%	2.71	2.71	13.28
Gasoline/Service Station	944	Vehicle Fueling Position	13.91	42%	8.07	1.20	50%	0.60	0.60	4.84
Gasoline/Service Station w/ Convenience Market	945	Vehicle Fueling Position	18.42	56%	8.10	1.20	50%	0.60	0.60	4.86
Automobile Sales (New)	840	1,000 SF GFA	2.42		2.42	5.41	50%	2.71	2.71	6.56
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85		4.85	5.41	50%	2.71	2.71	13.14
Self-Service Car Wash	947	Stall	5.54		5.54	1.20	50%	0.60	0.60	3.32
Tire Store	848	1,000 SF GFA	2.09	28%	1.50	5.41	50%	2.71	2.71	4.07
Dining										
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	33.03	50%	16.52	3.39	50%	1.70	1.70	28.08
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	33.21		33.21	3.39	50%	1.70	1.70	56.46
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.05	43%	5.16	5.41	50%	2.71	2.71	13.98
Quality Restaurant	931	1,000 SF GFA	7.80	67%	2.57	5.41	50%	2.71	2.71	6.96
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	38.99		38.99	1.20	50%	0.60	0.60	23.39
Other Retail										
Free-Standing Store	815	1,000 SF GFA	4.83	29%	3.43	6.35	50%	3.18	3.18	10.91
Nursery (Garden Center)	817	1,000 SF GFA	6.94		6.94	6.35	50%	3.18	3.18	22.07
Home Improvement Superstore	862	1,000 SF GFA	2.29	42%	1.33	6.35	50%	3.18	3.18	4.23
Pharmacy/Drugstore without Drive-Thru Window	880	1,000 SF GFA	8.51	53%	4.00	6.35	50%	3.18	3.18	12.72
Pharmacy/Drugstore with Drive-Thru Window	881	1,000 SF GFA	10.25	49%	5.23	6.35	50%	3.18	3.18	16.63
Shopping Center	820	1,000 SF GLA	3.40	34%	2.24	6.35	50%	3.18	3.18	7.12
Supermarket	850	1,000 SF GFA	8.95	36%	5.73	6.35	50%	3.18	3.18	18.22
Toy/Children's Superstore	864	1,000 SF GFA	5.00		5.00	6.35	50%	3.18	3.18	15.90
Department Store	875	1,000 SF GFA	1.95		1.95	6.35	50%	3.18	3.18	6.20
SERVICES										
Walk-In Bank	911	1,000 SF GFA	12.13		12.13	3.39	50%	1.70	1.70	20.62
Drive-In Bank	912	Drive-in Lanes	21.01	35%	13.66	3.39	50%	1.70	1.70	23.22
Hair Salon	918	1,000 SF GLA	1.45		1.45	3.39	50%	1.70	1.70	2.47

Table 10. Land Use Descriptions

Land Use Category	ITE Land Use Code	Land Use Description
PORT AND TERMINAL		
Truck Terminal	030	Point of good transfer between trucks, between trucks and rail, or between trucks and ports
INDUSTRIAL		
General Light Industrial	110	Emphasis on activities other than manufacturing in a free-standing facility devoted to a single use
Industrial Park	130	Contains a number of industrial or related facilities; characterized be a mix of highly diversified facilities
Manufacturing	140	Primary activity is conversion of raw materials or parts into finished products
Warehousing	150	Devoted to storage of materials but may included office and maintenance areas
Mini-Warehouse	151	Facilities with a number of units rented to others for the storage of goods
RESIDENTIAL		
Single-Family Detached Housing	210	Single-family detached homes on individual lots
Multifamily Housing (Low-Rise)	220	One or three levels (floor) per building such as duplexes or townhomes
Multifamily Housing (Mid-Rise)	221	Multi-family housing between four and ten levels (floors) per building
Multifamily Housing (High-Rise)	222	Multi-family housing more than ten levels (floors) per building
Mobile Home Park / Manufactured Home	240	Consists of manufactured homes that are sited and installed on permanent foundations
Senior Adult Housing-Detached	251	Consists of detached independent living developments that include amenities such as golf courses and swimming pools
Senior Adult Housing-Attached	252	Consists of attached independent living developments that include limited social or recreation services
Assisted Living	254	Residential settings that provide either routine general protective oversight or assistance with activities.
LODGING		
Hotel	310	Lodging facilities that typically have on-site restaurants, lounges, meeting and/or banquet rooms, or other retail shops and services
Motel / Other Lodging Facilities	320	Lodging facilities that may have small on-site restaurant or buffet area but little or no meeting space
RECREATIONAL		
Golf Driving Range	432	Facilities with driving tees for practice; may provide individual or group lessons; may have prop shop and/or refreshment facilities
Golf Course	430	May include municipal courses and private country clubs; may have driving ranges, pro shops, and restaurant/banquet facilities
Recreational Community Center	495	Category includes stand-along public facilities often including classes and clubs for adults and children including YMCAs.
Ice Skating Rink	465	Rinks for ice skating and related sports; may contain spectator areas and refreshment facilities
Miniature Golf Course	431	One or more individual putting courses; category should not be used when part of a larger entertainment center (with batting cages, video game centers, etc)
Multiplex Movie Theater	445	Movie theater with audience seating, minimum of ten screens, lobby, and refreshment area.
Racquet / Tennis Club	491	Indoor or outdoor facilities specifically designed for playing tennis
INSTITUTIONAL		
Religious Place of Worship	560	All places of worship
Day Care Center	565	Generally includes facilities for care of pre-school aged children, generally includes classrooms, offices, eating areas, and playgrounds
Elementary and Middle School (K-8)	520/2	Serves students who have not yet entered high school
High School	530	Serves students who have completed middle or junior high school
Junior / Community College	540	Two-year junior, community, or technical colleges
University / College	550	Four-year universities or colleges that may or may not offer graduate programs
MEDICAL		
Clinic	630	Facilities with limited diagnostic and outpatient care
Hospital	610	Medical and surgical facilities with overnight accommodations
Nursing Home	620	Rest and convalescent homes with residents who do little or no driving
Animal Hospital/Veterinary Clinic	640	Facilitiesthat specialize in the medical care and treatment of animals
OFFICE		
Corporate Headquarters Building	714	Office building housing corporate headquarters of a single company or organization
General Office Building	710	Office buildings which house multiple tenants
Medical-Dental Office Building	720	Multi-tenant building with offices for physicians and/or dentists
Single Tenant Office Building	715	Single tenant office buildings other than corporate headquarters
Office Park	750	Office buildings (typically low-rise) in a campus setting and served by a common roadway system
COMMERCIAL		
Automobile Related		
Automobile Care Center	942	Automobile repair and servicing including stereo installations and upholstering
Automobile Parts Sales	843	Retail sale of auto parts but no on-site vehicle repair
Gasoline/Service Station	944	Gasoline sales without convenience store or car wash; may include repair
Gasoline/Service Station w/ Conv Market and Car Wash	946	Gasoline sales with convenience store and car washes where the primary business is gasoline sales
New Car Sales	841	Automobile sales, typically with automobile servicing, part sales, and used car sales
Quick Lubrication Vehicle Shop	941	Primary business is to perform oil changes and fluid/filter changes with other repair services not provided
Car Wash	947	Has stalls for driver to park and wash the vehicle
Tire Store	848	Primary business is sales and installation of tires; usually do not have large storage or warehouse area
Dining		
Fast Food Restaurant with Drive-Thru Window	934	High-turnover fast food restaurant for carry-out and eat-in customers with a drive-thru window
Fast Food Restaurant without Drive-Thru Window	933	High-turnover fast food restaurant for carry-out and eat-in customers, but without a drive-thru window
High Turnover (Sit-Down) Restaurant	932	Restaurants with turnover rates less than one hour; typically includes moderately-priced chain restaurants
Quality Restaurant	931	Restaurants with turnover rates of one hour or longer; typically require reservations
Coffee/Donut Shop with Drive-Thru Window	937	Coffee and Donut restaurants with drive-through windows, hold long store hours and have limited indoor seating
Other Retail		
Free-Standing Discount Store	815	Category includes free-standing stores with off-street parking; typically offer a variety of products and services with long store hours
Nursery (Garden Center)	817	Building with a yard of planting or landscape stock; may have office, storage, shipping or greenhouse facilities
Home Improvement Superstore	862	Warehouse-type facilities offering a large variety of products and services including lumber, tool, paint, lighting, and fixtures, among other items
Pharmacy/Drugstore w/o Drive-Thru Window	880	Facilities that primarily sell prescription and non-prescription drugs without a drive-through window
Pharmacy/Drugstore w/ Drive-Thru Window	881	Facilities that primarily sell prescription and non-prescription drugs with a drive-through window
Shopping Center	820	Integrated group of commercial establishments; planning, owned, and managed as a unit
Supermarket	850	Primary business is sale of groceries, food, and household cleaning items; may include photo, pharmacy, video rental, and/or ATM
Toy/Children's Superstore	864	Businesses specializing in child-oriented merchandise
Department Store	875	Free-standing stores that specialize in the sale of apparel, footwear, bedding, home products, jewelry, etc.
SERVICES		
Walk-In Bank	911	Banks with their own parking lots, no drive-in lanes but contain non-drive-through ATMs
Drive-In Bank	912	Banking facilities to conduct financial transactions from the vehicle; also usually apart of walk-in bank
Hair Salon	918	Facilities that specialize in cosmetic and beauty services including hair cutting and styling

VI. SAMPLE CALCULATIONS

The following section details two (2) examples of maximum assessable Roadway Impact Fee calculations.

Example 1:

Development Type - One (1) Unit of Single-Family Housing in Service Area D

Roadway Impact Fee Calculation Steps – Example 1	
Step 1	**Determine Development Unit and Vehicle-Miles Per Development Unit**
	From Table 9 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 1 Dwelling Unit of Single-Family Detached Housing Number of Development Units: 1 Dwelling Unit Veh-Mi Per Development Unit: 4.04
Step 2	**Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)**
	From Table 8, Line 17 [Maximum Assessable Fee Per Service Unit] Service Area D: $1,229
Step 3	**Determine Maximum Assessable Impact Fee**
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 1 * 4.04 * $1,229 Maximum Assessable Impact Fee = $4,965.16

Example 2:

Development Type – 50,000 square foot General Office in Service Area C

Roadway Impact Fee Calculation Steps – Example 2	
Step 1	**Determine Development Unit and Vehicle-Miles Per Development Unit**
	From Table 9 [Land Use – Vehicle-Mile Equivalency Table] Development Type: 50,000 square feet of General Office Development Unit: 1,000 square feet of Gross Floor Area Veh-Mi Per Development Unit: 4.87
Step 2	**Determine Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile)**
	From Table 8, Line 17 [Maximum Assessable Fee Per Service Unit] Service Area C: $929
Step 3	**Determine Maximum Assessable Impact Fee**
	Impact Fee = # of Development Units * Veh-Mi Per Dev Unit * Max. Fee Per Service Unit Impact Fee = 50 * 4.87 * $929 Maximum Assessable Impact Fee = $226,211.50

VII. ADOPTION AND ADMINISTRATION OF ROADWAY IMPACT FEES

A. Adoption Process

Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of Roadway Impact Fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and Roadway Impact Fees CIP used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC is required to adequately represent the building and development communities. The City Council then conducts a first public hearing on amendments to Land Use Assumptions, Capital Improvements Plan and Roadway Impact Fee Ordinance in Study Updates.

Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Roadway Impact Fees CIP at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.

B. Collection and Use of Roadway Impact Fees

Roadway Impact Fees are assessed when a final plat is recorded. The assessment defines the impact of each unit at the time of platting, according to land use, and may not exceed the maximum impact fee allowed by law. Roadway Impact Fees are collected when a building permit is issued. Therefore, funds are not collected until development-impacts are introduced to the transportation system. Funds collected within a service area can be used only within the same service area. Finally, fees must be utilized within 10 years of collection, or must be refunded with interest.

VIII. CONCLUSIONS

The City of Leander has established a process to implement the assessment and collection of Roadway Impact Fees through the adoption of an impact fee ordinance that is consistent with Chapter 395 of the Texas Local Government Code.

This report establishes the 2022 Pre-Credit maximum allowable Roadway Impact Fee that could be assessed by the City of Leander, as shown in the previously referenced **Table 8**.

This document serves as a guide to the assessment of Roadway Impact Fees pertaining to future development, and the City's need for transportation improvements to accommodate that growth. Following the public hearing process, the City Council may establish an impact fee amount to be collected, up to the calculated maximum and establish the Roadway Impact Fee Ordinance accordingly.

In conclusion, it is our opinion that the data and methodology used in this analysis are appropriate and consistent with Chapter 395 of the Texas Local Government Code. Furthermore, the Land Use Assumptions and the proposed Roadway Impact Fee Capital Improvements Plan are appropriately incorporated into the development of the Pre-Credit maximum assessable Roadway Impact Fee.

Below is the listing of the 2022 Pre-Credit Roadway Impact Fee Study's Maximum Assessable Impact Fee Per Service Unit (Vehicle-Mile), unchanged from the originally adopted study from July 2022:

Service Area	Maximum Fee Per Service Unit (per Vehicle-Mile)
A	$2,179
B	$842
C	$929
D	$1,229
E	$287

APPENDICES

A. Conceptual Level Project Cost Projections

SERVICE AREA A
SERVICE AREA B
SERVICE AREA C
SERVICE AREA D
SERVICE AREA E

B. Roadway Impact Fee CIP Service Units of Supply

C. Existing Roadway Facilities Inventory

D. Plan for Awarding the Roadway Impact Fee Credit Summary

E. Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits

Appendix A – Conceptual Level Project Cost Projections

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area A

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
A-1	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	$ 6,600,000	$ 3,300,000
A-2	Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 10,300,000	$ 10,300,000
A-3	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	$ 2,100,000	$ 1,050,000
A-4	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 1,000,000	$ 1,000,000
A-5	Bagdad Rd	From 1300' N OF CR 281 To CR 281	Arterial 6-Lane	Access Management	TMP	50%	$ 500,000	$ 250,000
A-6	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	100%	$ 9,364,238	$ 9,364,238
A-7	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	50%	$ 274,724	$ 137,362
A-8	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	Arterial 6-Lane	Access Management	TMP; 2016-CO Bond; 2015-CO Bond	100%	$ 7,864,238	$ 7,864,238
A-9, E-1	US 183	From US 183A To HERO WAY	Arterial 6-Lane	Access Management	TMP	50%	$ 3,400,000	$ 1,700,000
A-10	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	Residential Collector	New Collector	TMP	100%	$ 2,700,000	$ 2,700,000
A-11	CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	Residential Collector	New Collector	TMP	100%	$ 2,500,000	$ 2,500,000
A-12	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	Non-Residential Collector	Widen Collector	TMP	100%	$ 2,000,000	$ 2,000,000
A-13	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	Non-Residential Collector	Widen Collector	TMP	50%	$ 1,000,000	$ 500,000
A-14	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	Non-Residential Collector	Widen Collector	TMP	100%	$ 600,000	$ 600,000
A-15	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	50%	$ 2,600,000	$ 1,300,000
A-16	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	100%	$ 5,800,000	$ 5,800,000
A-17	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	Arterial 6-Lane	New 6-Lane Arterial (1/3)	TMP	50%	$ 1,900,000	$ 950,000
A-18	San Gabriel Pkwy	From BAGDAD RD To N US 183	Arterial 6-Lane	Widen 6-Lane Arterial (2/3)	TMP	100%	$ 9,500,000	$ 9,500,000
A-19	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	$ 1,900,000	$ 950,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	$ 11,100,000	$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	Arterial 4-Lane	Access Management	Roadway Newly Identified; 2016-CO Bond; 2015-CO Bond	50%	$ 22,757,707	$ 11,378,854
A-22	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	Non-Residential Collector	New Collector	Roadway Newly Identified	100%	$ 9,900,000	$ 9,900,000
A-23	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	Non-Residential Collector	New Collector	Roadway Newly Identified	50%	$ 3,100,000	$ 1,550,000
A-24	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	Non-Residential Collector	Widen Collector	Roadway Newly Identified	100%	$ 2,000,000	$ 2,000,000
						Total	**$ 120,760,907**	**$ 92,144,691**

Signal Installation and Intersection Improvements - Service Area A

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	US 183 and Hero Way	Other Capacity	25%	$ 298,750	$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	$ 2,000,000	$ 400,000
				Total	**$ 2,298,750**	**$ 474,688**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	A-1	
Service Area:	A, ETJ/Other	
Limits:	1,125' S OF CR 281 to 1,635' S OF CR 280	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	3,506	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	15,432	CY	$ 15.00	$ 231,000
205	6" Asphalt (Type C)	5,914	Ton	$ 80.00	$ 473,000
305	17" Base	11,406	CY	$ 45.00	$ 513,000
405	Geogrid	24,154	SY	$ 2.00	$ 48,000
505	10' Concrete Sidewalk	70,125	SF	$ 10.00	$ 701,000
605	Machine Laid Curb & Gutter	7,013	LF	$ 18.00	$ 126,000
705	Turn Lanes and Median Openings	2,568	SY	$ 77.00	$ 198,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,584	GAL	$ 4.00	$ 14,000
				Paving Construction Cost Subtotal:	**$ 2,304,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 115,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 46,000
√	Roadway Drainage	Standard Internal System	35%	$ 806,000
√	Illumination		10%	$ 230,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 46,000
√	Sewer	Minor Adjustments	2%	$ 46,000
√	Turf and Erosion Control		3%	$ 69,000
√	Landscaping and Irrigation		2%	$ 46,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,404,000**

Paving Construction Cost and Allowance Subtotal:		$ 3,708,000
Construction Contingency:	15%	$ 556,000
Mobilization:	10%	$ 371,000
Prep ROW:	4%	$ 148,000
Construction Cost Total:		**$ 4,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 4,800,000
Engineering/Survey/Testing:		16%	$ 768,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,051,876
		Impact Fee Project Cost Total:	**$ 6,600,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	A-2	
Service Area:	A,	
Limits:	LIVE OAK RD to 1,635 S OF CR 280	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,438	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	23,932	CY	$ 15.00	$ 359,000
205	6" Asphalt (Type C)	9,171	Ton	$ 80.00	$ 734,000
305	17" Base	17,689	CY	$ 45.00	$ 796,000
405	Geogrid	37,458	SY	$ 2.00	$ 75,000
505	10' Concrete Sidewalk	108,750	SF	$ 10.00	$ 1,088,000
605	Machine Laid Curb & Gutter	10,875	LF	$ 18.00	$ 196,000
705	Turn Lanes and Median Openings	3,982	SY	$ 77.00	$ 307,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	5,558	GAL	$ 4.00	$ 22,000
				Paving Construction Cost Subtotal:	**$ 3,577,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 179,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 72,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,252,000
√	Illumination		10%	$ 358,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 72,000
√	Sewer	Minor Adjustments	2%	$ 72,000
√	Turf and Erosion Control		3%	$ 107,000
√	Landscaping and Irrigation		2%	$ 72,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 2,184,000**

Paving Construction Cost and Allowance Subtotal:		$	5,761,000
Construction Contingency:	15%	$	864,000
Mobilization:	10%	$	576,000
Prep ROW:	4%	$	230,000
Construction Cost Total:		**$**	**7,500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 7,500,000
Engineering/Survey/Testing:		16%	$ 1,200,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,631,256
		Impact Fee Project Cost Total:	**$ 10,300,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	A-3	
Service Area:	A, ETJ/Other	
Limits:	1,635' S OF CR 280 to 75' N OF BAGDAD RI	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,061	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,671	CY	$ 15.00	$ 70,000
205	6" Asphalt (Type C)	1,790	Ton	$ 80.00	$ 143,000
305	17" Base	3,453	CY	$ 45.00	$ 155,000
405	Geogrid	7,311	SY	$ 2.00	$ 15,000
505	10' Concrete Sidewalk	21,227	SF	$ 10.00	$ 212,000
605	Machine Laid Curb & Gutter	2,123	LF	$ 18.00	$ 38,000
705	Turn Lanes and Median Openings	777	SY	$ 77.00	$ 60,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,085	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 697,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 35,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 14,000
√	Roadway Drainage	Standard Internal System	35%	$ 244,000
√	Illumination		10%	$ 70,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 14,000
√	Sewer	Minor Adjustments	2%	$ 14,000
√	Turf and Erosion Control		3%	$ 21,000
√	Landscaping and Irrigation		2%	$ 14,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 426,000**

Paving Construction Cost and Allowance Subtotal:		$	1,123,000
Construction Contingency:	15%	$	168,000
Mobilization:	10%	$	112,000
Prep ROW:	4%	$	45,000
Construction Cost Total:		**$**	**1,500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,500,000
Engineering/Survey/Testing:		16%	$ 240,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 318,400
		Impact Fee Project Cost Total:	**$ 2,100,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	A-4	
Service Area:	A,	
Limits:	480' N OF OLD 2243 WEST to OLD 2243 WE	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	501	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,206	CY	$ 15.00	$ 33,000
205	6" Asphalt (Type C)	846	Ton	$ 80.00	$ 68,000
305	17" Base	1,631	CY	$ 45.00	$ 73,000
405	Geogrid	3,454	SY	$ 2.00	$ 7,000
505	10' Concrete Sidewalk	10,027	SF	$ 10.00	$ 100,000
605	Machine Laid Curb & Gutter	1,003	LF	$ 18.00	$ 18,000
705	Turn Lanes and Median Openings	367	SY	$ 77.00	$ 28,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	512	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 329,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 16,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 7,000
√	Roadway Drainage	Standard Internal System	35%	$ 115,000
√	Illumination		10%	$ 33,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 7,000
√	Sewer	Minor Adjustments	2%	$ 7,000
√	Turf and Erosion Control		3%	$ 10,000
√	Landscaping and Irrigation		2%	$ 7,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 202,000**

Paving Construction Cost and Allowance Subtotal:		$	531,000
Construction Contingency:	15%	$	80,000
Mobilization:	10%	$	53,000
Prep ROW:	4%	$	21,000
Construction Cost Total:		**$**	**700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 700,000
Engineering/Survey/Testing:		16%	$ 112,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 150,400
		Impact Fee Project Cost Total:	**$ 1,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	A-5	
Service Area:	A,	
Limits:	1300' N OF CR 281 to CR 281	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,362	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	1,850	CY	$ 15.00	$ 28,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	2,724	LF	$ 18.00	$ 49,000
708	Turn Lanes and Median Openings	997	SY	$ 77.00	$ 77,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 154,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 8,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 3,000
√	Roadway Drainage	Standard Internal System	35%	$ 54,000
√	Illumination		10%	$ 15,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 3,000
√	Sewer	Minor Adjustments	2%	$ 3,000
√	Turf and Erosion Control		3%	$ 5,000
√	Landscaping and Irrigation		2%	$ 3,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 94,000**

Paving Construction Cost and Allowance Subtotal:		$	248,000
Construction Contingency:	15%	$	37,000
Mobilization:	10%	$	25,000
Prep ROW:	4%	$	10,000
Construction Cost Total:		**$**	**400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 400,000
Engineering/Survey/Testing:		16%	$ 64,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 30,815
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	A-6	
Service Area:	A,	
Limits:	CR 281 to 930' NW OF W SAN GABRIEL PK	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	12,729	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	17,286	CY	$ 15.00	$ 259,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	25,457	LF	$ 18.00	$ 458,000
708	Turn Lanes and Median Openings	9,321	SY	$ 77.00	$ 718,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,435,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 72,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 29,000
√	Roadway Drainage	Standard Internal System	35%	$ 502,000
√	Illumination		10%	$ 144,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 29,000
√	Sewer	Minor Adjustments	2%	$ 29,000
√	Turf and Erosion Control		3%	$ 43,000
√	Landscaping and Irrigation		2%	$ 29,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 877,000**

Paving Construction Cost and Allowance Subtotal:		$	2,312,000
Construction Contingency:	15%	$	347,000
Mobilization:	10%	$	231,000
Prep ROW:	4%	$	92,000
Construction Cost Total:		**$**	**3,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,000,000
Engineering/Survey/Testing:		16%	$ 480,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		$ 5,564,238
Other:	Corridor Study		$ 287,986
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 9,364,238**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	A-7	
Service Area:	A, ETJ/Other	
Limits:	930' NW OF W SAN GABRIEL PKWY to 380	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	557	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	756	CY	$ 15.00	$ 11,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	1,114	LF	$ 18.00	$ 20,000
708	Turn Lanes and Median Openings	408	SY	$ 77.00	$ 31,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 62,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 3,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 1,000
√	Roadway Drainage	Standard Internal System	35%	$ 22,000
√	Illumination		10%	$ 6,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 1,000
√	Sewer	Minor Adjustments	2%	$ 1,000
√	Turf and Erosion Control		3%	$ 2,000
√	Landscaping and Irrigation		2%	$ 1,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 37,000**

Paving Construction Cost and Allowance Subtotal:		$ 99,000
Construction Contingency:	15%	$ 15,000
Mobilization:	10%	$ 10,000
Prep ROW:	4%	$ 4,000
Construction Cost Total:		**$ 200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 200,000
Engineering/Survey/Testing:		16%	$ 32,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		$ 74,724
Other:	Corridor Study		$ 12,602
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 274,724

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	A-8	
Service Area:	A,	
Limits:	380' NW OF W SAN GABRIEL PKWY to HEI	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	7,452	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	10,120	CY	$ 15.00	$ 152,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	14,903	LF	$ 18.00	$ 268,000
708	Turn Lanes and Median Openings	5,457	SY	$ 77.00	$ 420,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 840,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 42,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 17,000
√	Roadway Drainage	Standard Internal System	35%	$ 294,000
√	Illumination		10%	$ 84,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 17,000
√	Sewer	Minor Adjustments	2%	$ 17,000
√	Turf and Erosion Control		3%	$ 25,000
√	Landscaping and Irrigation		2%	$ 17,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 513,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,353,000
Construction Contingency:	15%	$ 203,000
Mobilization:	10%	$ 135,000
Prep ROW:	4%	$ 54,000
Construction Cost Total:		**$ 1,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,800,000
Engineering/Survey/Testing:		16%	$ 288,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		$ 5,564,238
Other:	Corridor Study		$ 168,597
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 7,864,238

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	
Project Label:	A-9, E-1	
Service Area:	A, E	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Limits:	US 183A to HERO WAY	
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	8,969	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	12,181	CY	$ 15.00	$ 183,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	17,939	LF	$ 18.00	$ 323,000
708	Turn Lanes and Median Openings	6,568	SY	$ 77.00	$ 506,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,012,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 51,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 20,000
√	Roadway Drainage	Standard Internal System	35%	$ 354,000
√	Illumination		10%	$ 101,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 20,000
√	Sewer	Minor Adjustments	2%	$ 20,000
√	Turf and Erosion Control		3%	$ 30,000
√	Landscaping and Irrigation		2%	$ 20,000
√	Miscellaneous	Railroad Crossing		$ 500,000
			Allowance Subtotal:	**$ 1,116,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 2,128,000
Construction Contingency:	15%	$ 319,000
Mobilization:	10%	$ 213,000
Prep ROW:	4%	$ 85,000
Construction Cost Total:		**$ 2,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,800,000
Engineering/Survey/Testing:		16%	$ 448,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 187,189
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 3,400,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 280	
Project Label:	A-10	
Service Area:	A,	
Limits:	1,725' W OF LAKELINE BLVD to 530' E OF L	**This project consists of the construction of a new two-lane residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	2,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	5,012	CY	$ 15.00	$ 75,000
201	3" Asphalt (Type C)	1,957	Ton	$ 80.00	$ 157,000
301	10" Base	3,855	CY	$ 45.00	$ 173,000
401	Geogrid	13,879	SY	$ 2.00	$ 28,000
501	6' Concrete Sidewalk	27,254	SF	$ 10.00	$ 273,000
601	Machine Laid Curb & Gutter	4,542	LF	$ 18.00	$ 82,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,372	GAL	$ 4.00	$ 9,000
				Paving Construction Cost Subtotal:	**$ 797,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 40,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 16,000
√	Roadway Drainage	Standard Internal System	35%	$ 279,000
√	Illumination		10%	$ 80,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 16,000
√	Sewer	Minor Adjustments	2%	$ 16,000
√	Turf and Erosion Control		3%	$ 24,000
√	Landscaping and Irrigation		2%	$ 16,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 487,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,284,000
Construction Contingency:	15%	$ 193,000
Mobilization:	10%	$ 128,000
Prep ROW:	4%	$ 51,000
Construction Cost Total:		**$ 1,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,700,000
Engineering/Survey/Testing:		16%	$ 272,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 681,350

Impact Fee Project Cost Total: $ 2,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 280	
Project Label:	A-11	
Service Area:	A,	
Limits:	1,965 W OF BAGDAD RD to BAGDAD RD	**This project consists of the construction of a new two-lane residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	2,086	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	4,603	CY	$ 15.00	$ 69,000
201	3" Asphalt (Type C)	1,797	Ton	$ 80.00	$ 144,000
301	10" Base	3,540	CY	$ 45.00	$ 159,000
401	Geogrid	12,746	SY	$ 2.00	$ 25,000
501	6' Concrete Sidewalk	25,028	SF	$ 10.00	$ 250,000
601	Machine Laid Curb & Gutter	4,171	LF	$ 18.00	$ 75,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,178	GAL	$ 4.00	$ 9,000
				Paving Construction Cost Subtotal:	**$ 731,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 37,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 15,000
√	Roadway Drainage	Standard Internal System	35%	$ 256,000
√	Illumination		10%	$ 73,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 15,000
√	Sewer	Minor Adjustments	2%	$ 15,000
√	Turf and Erosion Control		3%	$ 22,000
√	Landscaping and Irrigation		2%	$ 15,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 448,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,179,000
Construction Contingency:	15%	$ 177,000
Mobilization:	10%	$ 118,000
Prep ROW:	4%	$ 47,000
Construction Cost Total:		**$ 1,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,600,000
Engineering/Survey/Testing:		16%	$ 256,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 625,701
		Impact Fee Project Cost Total:	**$ 2,500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	
Project Label:	A-12	
Service Area:	A,	
Limits:	HALSEY DR to 1,295' W OF W BROADE ST	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,678	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,842	CY	$ 15.00	$ 73,000
202	4" Asphalt (Type C)	1,928	Ton	$ 80.00	$ 154,000
302	13" Base	3,703	CY	$ 45.00	$ 167,000
402	Geogrid	10,255	SY	$ 2.00	$ 21,000
502	6' Concrete Sidewalk	20,136	SF	$ 10.00	$ 201,000
602	Machine Laid Curb & Gutter	6,712	LF	$ 18.00	$ 121,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,753	GAL	$ 4.00	$ 7,000
				Paving Construction Cost Subtotal:	**$ 744,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 37,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 15,000
√	Roadway Drainage	Standard Internal System	35%	$ 260,000
√	Illumination		10%	$ 74,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 15,000
√	Sewer	Minor Adjustments	2%	$ 15,000
√	Turf and Erosion Control		3%	$ 22,000
√	Landscaping and Irrigation		2%	$ 15,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 453,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,197,000
Construction Contingency:	15%	$ 180,000
Mobilization:	10%	$ 120,000
Prep ROW:	4%	$ 48,000
Construction Cost Total:		**$ 1,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,600,000
Engineering/Survey/Testing:		16%	$ 256,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 125,852

Impact Fee Project Cost Total: $ 2,000,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	
Project Label:	A-13	
Service Area:	A, ETJ/Other	
Limits:	1,295' W OF W BROADE ST to 460' E OF W	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	834	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,407	CY	$ 15.00	$ 36,000
202	4" Asphalt (Type C)	958	Ton	$ 80.00	$ 77,000
302	13" Base	1,841	CY	$ 45.00	$ 83,000
402	Geogrid	5,097	SY	$ 2.00	$ 10,000
502	6' Concrete Sidewalk	10,009	SF	$ 10.00	$ 100,000
602	Machine Laid Curb & Gutter	3,336	LF	$ 18.00	$ 60,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	871	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 369,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 18,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 7,000
√	Roadway Drainage	Standard Internal System	35%	$ 129,000
√	Illumination		10%	$ 37,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 7,000
√	Sewer	Minor Adjustments	2%	$ 7,000
√	Turf and Erosion Control		3%	$ 11,000
√	Landscaping and Irrigation		2%	$ 7,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 223,000**

Paving Construction Cost and Allowance Subtotal:		$	592,000
Construction Contingency:	15%	$	89,000
Mobilization:	10%	$	59,000
Prep ROW:	4%	$	24,000
Construction Cost Total:		**$**	**800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 800,000
Engineering/Survey/Testing:		16%	$ 128,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 62,554
		Impact Fee Project Cost Total:	**$ 1,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Heritage Grove Rd	
Project Label:	A-14	
Service Area:	A,	
Limits:	460' W OF W BROADE ST to W BROADE S	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	464	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,340	CY	$ 15.00	$ 20,000
202	4" Asphalt (Type C)	533	Ton	$ 80.00	$ 43,000
302	13" Base	1,025	CY	$ 45.00	$ 46,000
402	Geogrid	2,837	SY	$ 2.00	$ 6,000
502	6' Concrete Sidewalk	5,572	SF	$ 10.00	$ 56,000
602	Machine Laid Curb & Gutter	1,857	LF	$ 18.00	$ 33,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	485	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 206,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 10,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 4,000
√	Roadway Drainage	Standard Internal System	35%	$ 72,000
√	Illumination		10%	$ 21,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 4,000
√	Sewer	Minor Adjustments	2%	$ 4,000
√	Turf and Erosion Control		3%	$ 6,000
√	Landscaping and Irrigation		2%	$ 4,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 125,000**

Paving Construction Cost and Allowance Subtotal:		$	331,000
Construction Contingency:	15%	$	50,000
Mobilization:	10%	$	33,000
Prep ROW:	4%	$	13,000
Construction Cost Total:		**$**	**500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 500,000
Engineering/Survey/Testing:		16%	$ 80,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 34,824
		Impact Fee Project Cost Total:	**$ 600,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	A-15	
Service Area:	A, ETJ/Other	
Limits:	LAKELINE BLVD to 1,760' E OF LAKELINE E	**This project consists of the construction of one third**
Impact Fee Class:	New 6-Lane Arterial (1/3)	**of a new six-lane arterial.**
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,803	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	3,967	CY	$ 15.00	$ 60,000
207	6" Asphalt (Type C)	1,520	Ton	$ 80.00	$ 122,000
307	21" Base	2,932	CY	$ 45.00	$ 132,000
407	Geogrid	6,210	SY	$ 2.00	$ 12,000
507	10' Concrete Sidewalk	36,057	SF	$ 10.00	$ 361,000
607	Machine Laid Curb & Gutter	3,606	LF	$ 18.00	$ 65,000
707	Turn Lanes and Median Openings	1,320	SY	$ 77.00	$ 102,000
807	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	921	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 858,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 43,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 17,000
√	Roadway Drainage	Standard Internal System	35%	$ 300,000
√	Illumination		10%	$ 86,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 17,000
√	Sewer	Minor Adjustments	2%	$ 17,000
√	Turf and Erosion Control		3%	$ 26,000
√	Landscaping and Irrigation		2%	$ 17,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 523,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,381,000
Construction Contingency:	15%	$ 207,000
Mobilization:	10%	$ 138,000
Prep ROW:	4%	$ 55,000
Construction Cost Total:		**$ 1,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,800,000
Engineering/Survey/Testing:		16%	$ 288,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 540,852
		Impact Fee Project Cost Total:	**$ 2,600,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	A-16	
Service Area:	A,	
Limits:	1,760' W OF LAKELINE BLVD to 1,400' W OI	**This project consists of the construction of one third of a new six-lane arterial.**
Impact Fee Class:	New 6-Lane Arterial (1/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	4,002	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	8,806	CY	$ 15.00	$ 132,000
207	6" Asphalt (Type C)	3,375	Ton	$ 80.00	$ 270,000
307	21" Base	6,509	CY	$ 45.00	$ 293,000
407	Geogrid	13,783	SY	$ 2.00	$ 28,000
507	10' Concrete Sidewalk	80,033	SF	$ 10.00	$ 800,000
607	Machine Laid Curb & Gutter	8,003	LF	$ 18.00	$ 144,000
707	Turn Lanes and Median Openings	2,931	SY	$ 77.00	$ 226,000
807	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,045	GAL	$ 4.00	$ 8,000
				Paving Construction Cost Subtotal:	**$ 1,901,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 95,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 38,000
√	Roadway Drainage	Standard Internal System	35%	$ 665,000
√	Illumination		10%	$ 190,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 38,000
√	Sewer	Minor Adjustments	2%	$ 38,000
√	Turf and Erosion Control		3%	$ 57,000
√	Landscaping and Irrigation		2%	$ 38,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,159,000**

Paving Construction Cost and Allowance Subtotal:		$	3,060,000
Construction Contingency:	15%	$	459,000
Mobilization:	10%	$	306,000
Prep ROW:	4%	$	122,000
Construction Cost Total:		**$**	**4,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 4,000,000
Engineering/Survey/Testing:		16%	$ 640,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,200,497
		Impact Fee Project Cost Total:	**$ 5,800,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	A-17	
Service Area:	A, ETJ/Other	
Limits:	1,400' W OF BAGDAD RD to 165' W OF BAC	**This project consists of the construction of one third of a new six-lane arterial.**
Impact Fee Class:	New 6-Lane Arterial (1/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	1,273	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	2,801	CY	$ 15.00	$ 42,000
207	6" Asphalt (Type C)	1,073	Ton	$ 80.00	$ 86,000
307	21" Base	2,070	CY	$ 45.00	$ 93,000
407	Geogrid	4,384	SY	$ 2.00	$ 9,000
507	10' Concrete Sidewalk	25,458	SF	$ 10.00	$ 255,000
607	Machine Laid Curb & Gutter	2,546	LF	$ 18.00	$ 46,000
707	Turn Lanes and Median Openings	932	SY	$ 77.00	$ 72,000
807	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	651	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 606,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 30,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 12,000
√	Roadway Drainage	Standard Internal System	35%	$ 212,000
√	Illumination		10%	$ 61,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 12,000
√	Sewer	Minor Adjustments	2%	$ 12,000
√	Turf and Erosion Control		3%	$ 18,000
√	Landscaping and Irrigation		2%	$ 12,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 369,000**

Paving Construction Cost and Allowance Subtotal:		$ 975,000
Construction Contingency:	15%	$ 146,000
Mobilization:	10%	$ 98,000
Prep ROW:	4%	$ 39,000
Construction Cost Total:		**$ 1,300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,300,000
Engineering/Survey/Testing:		16%	$ 208,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 381,866
		Impact Fee Project Cost Total:	**$ 1,900,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	A-18	
Service Area:	A,	
Limits:	BAGDAD RD to N US 183	**This project consists of the reconstruction of the existing pavement to a six-lane arterial.**
Impact Fee Class:	Widen 6-Lane Arterial (2/3)	
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	7,717	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	16,983	CY	$ 15.00	$ 255,000
207	6" Asphalt (Type C)	6,508	Ton	$ 80.00	$ 521,000
307	21" Base	12,553	CY	$ 45.00	$ 565,000
407	Geogrid	26,582	SY	$ 2.00	$ 53,000
507	10' Concrete Sidewalk	154,350	SF	$ 10.00	$ 1,543,000
607	Machine Laid Curb & Gutter	15,435	LF	$ 18.00	$ 278,000
707	Turn Lanes and Median Openings	5,652	SY	$ 77.00	$ 435,000
807	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,944	GAL	$ 4.00	$ 16,000
				Paving Construction Cost Subtotal:	**$ 3,666,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 183,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 73,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,283,000
√	Illumination		10%	$ 367,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 73,000
√	Sewer	Minor Adjustments	2%	$ 73,000
√	Turf and Erosion Control		3%	$ 110,000
√	Landscaping and Irrigation		2%	$ 73,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 2,235,000**

Paving Construction Cost and Allowance Subtotal:		$	5,901,000
Construction Contingency:	15%	$	885,000
Mobilization:	10%	$	590,000
Prep ROW:	4%	$	236,000
Construction Cost Total:		**$**	**7,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 7,700,000
Engineering/Survey/Testing:		16%	$ 1,232,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 578,812
		Impact Fee Project Cost Total:	**$ 9,500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	
Project Label:	A-19	
Service Area:	A,	
Limits:	SAN GABRIEL PKWY to 1,100' E OF SAN G	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,107	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,872	CY	$ 15.00	$ 73,000
205	6" Asphalt (Type C)	1,867	Ton	$ 80.00	$ 149,000
305	17" Base	3,601	CY	$ 45.00	$ 162,000
405	Geogrid	7,626	SY	$ 2.00	$ 15,000
505	10' Concrete Sidewalk	22,141	SF	$ 10.00	$ 221,000
605	Machine Laid Curb & Gutter	2,214	LF	$ 18.00	$ 40,000
705	Turn Lanes and Median Openings	811	SY	$ 77.00	$ 62,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,132	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 727,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 36,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 15,000
√	Roadway Drainage	Standard Internal System	35%	$ 254,000
√	Illumination		10%	$ 73,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 15,000
√	Sewer	Minor Adjustments	2%	$ 15,000
√	Turf and Erosion Control		3%	$ 22,000
√	Landscaping and Irrigation		2%	$ 15,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 445,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,172,000
Construction Contingency:	15%	$ 176,000
Mobilization:	10%	$ 117,000
Prep ROW:	4%	$ 47,000
Construction Cost Total:		**$ 1,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,600,000
Engineering/Survey/Testing:		16%	$ 256,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 83,027

Impact Fee Project Cost Total: $ 1,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	
Project Label:	A-20, C-13	
Service Area:	A, C	
Limits:	1,100' E OF SAN GABRIEL PKWY to 900' W	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,712	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	25,139	CY	$ 15.00	$ 377,000
205	6" Asphalt (Type C)	9,634	Ton	$ 80.00	$ 771,000
305	17" Base	18,581	CY	$ 45.00	$ 836,000
405	Geogrid	39,348	SY	$ 2.00	$ 79,000
505	10' Concrete Sidewalk	114,237	SF	$ 10.00	$ 1,142,000
605	Machine Laid Curb & Gutter	11,424	LF	$ 18.00	$ 206,000
705	Turn Lanes and Median Openings	4,183	SY	$ 77.00	$ 322,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	5,839	GAL	$ 4.00	$ 23,000
				Paving Construction Cost Subtotal:	**$ 3,756,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 188,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 75,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,315,000
√	Illumination		10%	$ 376,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 1,080,000
√	Water	Minor Adjustments	2%	$ 75,000
√	Sewer	Minor Adjustments	2%	$ 75,000
√	Turf and Erosion Control		3%	$ 113,000
√	Landscaping and Irrigation		2%	$ 75,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 3,372,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$	7,128,000
Construction Contingency:	15%	$	1,069,000
Mobilization:	10%	$	713,000
Prep ROW:	4%	$	285,000
Construction Cost Total:		**$**	**9,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 9,200,000
Engineering/Survey/Testing:		16%	$ 1,472,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 428,388
		Impact Fee Project Cost Total:	**$ 11,100,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	
Project Label:	A-21, C-14	
Service Area:	A, C	
Limits:	LAKELINE BLVD to US 183	**This project consists of the reconstruction of the existing roadway to an access-managed four-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	13,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,022	CY	$ 15.00	$ 270,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	26,542	LF	$ 18.00	$ 478,000
708	Turn Lanes and Median Openings	9,719	SY	$ 77.00	$ 748,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,496,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 75,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 524,000
√	Illumination		10%	$ 150,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 45,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 914,000**

Paving Construction Cost and Allowance Subtotal:		$ 2,410,000
Construction Contingency:	15%	$ 362,000
Mobilization:	10%	$ 241,000
Prep ROW:	4%	$ 96,000
Construction Cost Total:		**$ 3,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,200,000
Engineering/Survey/Testing:		16%	$ 512,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		$ 19,057,707
Other:			$ -
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 22,757,707

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	
Project Label:	A-22	
Service Area:	A,	
Limits:	LAKELINE BLVD to WESTERN CITY LIMITS	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	7,209	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	20,805	CY	$ 15.00	$ 312,000
202	4" Asphalt (Type C)	8,283	Ton	$ 80.00	$ 663,000
302	13" Base	15,909	CY	$ 45.00	$ 716,000
402	Geogrid	44,057	SY	$ 2.00	$ 88,000
502	6' Concrete Sidewalk	86,511	SF	$ 10.00	$ 865,000
602	Machine Laid Curb & Gutter	28,837	LF	$ 18.00	$ 519,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	7,530	GAL	$ 4.00	$ 30,000
				Paving Construction Cost Subtotal:	**$ 3,193,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 160,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 64,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,118,000
√	Illumination		10%	$ 319,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 64,000
√	Sewer	Minor Adjustments	2%	$ 64,000
√	Turf and Erosion Control		3%	$ 96,000
√	Landscaping and Irrigation		2%	$ 64,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 1,949,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 5,142,000
Construction Contingency:	15%	$ 771,000
Mobilization:	10%	$ 514,000
Prep ROW:	4%	$ 206,000
Construction Cost Total:		**$ 6,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 6,700,000
Engineering/Survey/Testing:		16%	$ 1,072,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 2,162,781
		Impact Fee Project Cost Total:	**$ 9,900,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	
Project Label:	A-23	
Service Area:	A, ETJ/Other	
Limits:	LAKELINE BLVD to 2240' E OF LAKELINE B	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,237	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	6,455	CY	$ 15.00	$ 97,000
202	4" Asphalt (Type C)	2,570	Ton	$ 80.00	$ 206,000
302	13" Base	4,936	CY	$ 45.00	$ 222,000
402	Geogrid	13,670	SY	$ 2.00	$ 27,000
502	6' Concrete Sidewalk	26,843	SF	$ 10.00	$ 268,000
602	Machine Laid Curb & Gutter	8,948	LF	$ 18.00	$ 161,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,336	GAL	$ 4.00	$ 9,000
				Paving Construction Cost Subtotal:	**$ 990,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 50,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 20,000
√	Roadway Drainage	Standard Internal System	35%	$ 347,000
√	Illumination		10%	$ 99,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 20,000
√	Sewer	Minor Adjustments	2%	$ 20,000
√	Turf and Erosion Control		3%	$ 30,000
√	Landscaping and Irrigation		2%	$ 20,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 606,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,596,000
Construction Contingency:	15%	$ 239,000
Mobilization:	10%	$ 160,000
Prep ROW:	4%	$ 64,000
Construction Cost Total:		**$ 2,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,100,000
Engineering/Survey/Testing:		16%	$ 336,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 671,086
		Impact Fee Project Cost Total:	**$ 3,100,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Live Oak Rd	
Project Label:	A-24	
Service Area:	A,	
Limits:	BAGDAD RD to 1725' W OF BAGDAD RD	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,722	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,969	CY	$ 15.00	$ 75,000
202	4" Asphalt (Type C)	1,978	Ton	$ 80.00	$ 158,000
302	13" Base	3,800	CY	$ 45.00	$ 171,000
402	Geogrid	10,523	SY	$ 2.00	$ 21,000
502	6' Concrete Sidewalk	20,663	SF	$ 10.00	$ 207,000
602	Machine Laid Curb & Gutter	6,888	LF	$ 18.00	$ 124,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,798	GAL	$ 4.00	$ 7,000
				Paving Construction Cost Subtotal:	**$ 763,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 38,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 15,000
√	Roadway Drainage	Standard Internal System	35%	$ 267,000
√	Illumination		10%	$ 76,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 15,000
√	Sewer	Minor Adjustments	2%	$ 15,000
√	Turf and Erosion Control		3%	$ 23,000
√	Landscaping and Irrigation		2%	$ 15,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 464,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,227,000
Construction Contingency:	15%	$ 184,000
Mobilization:	10%	$ 123,000
Prep ROW:	4%	$ 49,000
Construction Cost Total:		**$ 1,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,600,000
Engineering/Survey/Testing:		16%	$ 256,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 129,144
		Impact Fee Project Cost Total:	**$ 2,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area B

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
B-1	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	Arterial 4-Lane	New 4-Lane Arterial (1/2)	TMP	100%	$ 1,800,000	$ 1,800,000
B-2	CR 270	From N US 183 To 965' E OF N US 183	Non-Residential Collector	Widen Substandard	TMP	100%	$ 1,200,000	$ 1,200,000
B-3	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	Non-Residential Collector	Widen Substandard	TMP	50%	$ 4,000,000	$ 2,000,000
B-4	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	$ 1,900,000	$ 950,000
B-5	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	100%	$ 400,000	$ 400,000
B-6	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	$ 200,000	$ 100,000
B-7	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	100%	$ 400,000	$ 400,000
B-8	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	Non-Residential Collector	Widen Substandard	TMP	50%	$ 1,000,000	$ 500,000
B-9	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	$ 500,000	$ 500,000
B-10	CR 270	From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	50%	$ 500,000	$ 250,000
B-11	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	$ 1,400,000	$ 1,400,000
B-12	CR 270	From 405' N OF HERO WAY To HERO WAY	Non-Residential Collector	Widen Substandard	TMP	100%	$ 500,000	$ 500,000
B-13	Raider Way	From SAN GABRIEL PKWY To HERO WAY	Non-Residential Collector	New Collector	TMP	100%	$ 5,000,000	$ 5,000,000
B-14	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	Arterial 4-Lane	New 4-Lane Arterial (1/2)	CIP	50%	$ 2,700,000	$ 1,350,000
B-15	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	Arterial 4-Lane	New 4-Lane Arterial (1/2)	CIP	100%	$ 3,200,000	$ 3,200,000
B-16	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	Arterial 4-Lane	Widen 4-Lane Arterial	CIP	100%	$ 1,500,000	$ 1,500,000
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	Access Controlled	New 3-Lane Frontage	CIP	50%	$ 13,900,000	$ 6,950,000
						Total	**$ 40,100,000**	**$ 28,000,000**

Signal Installation and Intersection Improvements - Service Area B

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	$ 2,000,000	$ 400,000
BI-1	TMP	San Gabriel Pkwy and Ronald Reagan Blvd	Signal	100%	$ 400,000	$ 400,000
BDI-2	TMP	Hero Way and Ronald Reagan Blvd	Signal	50%	$ 400,000	$ 200,000
				Total	**$ 2,800,000**	**$ 1,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions:

Project Source

Transportation Master Plan - Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified - Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified - Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Kaufmann Loop	
Project Label:	B-1	
Service Area:	B,	
Limits:	SH 29 to 875' SW OF SH 29	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	881	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,877	CY	$ 15.00	$ 58,000
205	6" Asphalt (Type C)	1,486	Ton	$ 80.00	$ 119,000
305	17" Base	2,866	CY	$ 45.00	$ 129,000
405	Geogrid	6,068	SY	$ 2.00	$ 12,000
505	10' Concrete Sidewalk	17,618	SF	$ 10.00	$ 176,000
605	Machine Laid Curb & Gutter	1,762	LF	$ 18.00	$ 32,000
705	Turn Lanes and Median Openings	645	SY	$ 77.00	$ 50,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	900	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 580,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 29,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 12,000
√	Roadway Drainage	Standard Internal System	35%	$ 203,000
√	Illumination		10%	$ 58,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 12,000
√	Sewer	Minor Adjustments	2%	$ 12,000
√	Turf and Erosion Control		3%	$ 17,000
√	Landscaping and Irrigation		2%	$ 12,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 355,000**

Paving Construction Cost and Allowance Subtotal:		$	935,000
Construction Contingency:	15%	$	140,000
Mobilization:	10%	$	94,000
Prep ROW:	4%	$	37,000
Construction Cost Total:		**$**	**1,300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,300,000
Engineering/Survey/Testing:		16%	$ 208,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 264,265
		Impact Fee Project Cost Total:	**$ 1,800,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-2	
Service Area:	B,	
Limits:	N US 183 to 965' E OF N US 183	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,074	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,098	CY	$ 15.00	$ 46,000
202	4" Asphalt (Type C)	1,233	Ton	$ 80.00	$ 99,000
302	13" Base	2,369	CY	$ 45.00	$ 107,000
402	Geogrid	6,561	SY	$ 2.00	$ 13,000
502	6' Concrete Sidewalk	12,882	SF	$ 10.00	$ 129,000
602	Machine Laid Curb & Gutter	4,294	LF	$ 18.00	$ 77,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,121	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 475,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 24,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 166,000
√	Illumination		10%	$ 48,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 14,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 292,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 767,000
Construction Contingency:	15%	$ 115,000
Mobilization:	10%	$ 77,000
Prep ROW:	4%	$ 31,000
Construction Cost Total:		**$ 1,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,000,000
Engineering/Survey/Testing:		16%	$ 160,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 80,515
		Impact Fee Project Cost Total:	**$ 1,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-3	
Service Area:	B, ETJ/Other	
Limits:	825' S OF ORCHARD DR to PVT RD 918	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,427	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	9,889	CY	$ 15.00	$ 148,000
202	4" Asphalt (Type C)	3,937	Ton	$ 80.00	$ 315,000
302	13" Base	7,562	CY	$ 45.00	$ 340,000
402	Geogrid	20,941	SY	$ 2.00	$ 42,000
502	6' Concrete Sidewalk	41,121	SF	$ 10.00	$ 411,000
602	Machine Laid Curb & Gutter	13,707	LF	$ 18.00	$ 247,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,579	GAL	$ 4.00	$ 14,000
				Paving Construction Cost Subtotal:	**$ 1,517,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 76,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 531,000
√	Illumination		10%	$ 152,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 46,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 925,000**

Paving Construction Cost and Allowance Subtotal:		$ 2,442,000
Construction Contingency:	15%	$ 366,000
Mobilization:	10%	$ 244,000
Prep ROW:	4%	$ 98,000
Construction Cost Total:		**$ 3,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,200,000
Engineering/Survey/Testing:		16%	$ 512,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 257,005
		Impact Fee Project Cost Total:	**$ 4,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-4	
Service Area:	B, ETJ/Other	
Limits:	300' S OF NORWOOD DR to 250' N OF SAN	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,550	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,473	CY	$ 15.00	$ 67,000
202	4" Asphalt (Type C)	1,781	Ton	$ 80.00	$ 142,000
302	13" Base	3,421	CY	$ 45.00	$ 154,000
402	Geogrid	9,473	SY	$ 2.00	$ 19,000
502	6' Concrete Sidewalk	18,601	SF	$ 10.00	$ 186,000
602	Machine Laid Curb & Gutter	6,200	LF	$ 18.00	$ 112,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,619	GAL	$ 4.00	$ 6,000
				Paving Construction Cost Subtotal:	**$ 686,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 34,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 14,000
√	Roadway Drainage	Standard Internal System	35%	$ 240,000
√	Illumination		10%	$ 69,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 14,000
√	Sewer	Minor Adjustments	2%	$ 14,000
√	Turf and Erosion Control		3%	$ 21,000
√	Landscaping and Irrigation		2%	$ 14,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 420,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,106,000
Construction Contingency:	15%	$ 166,000
Mobilization:	10%	$ 111,000
Prep ROW:	4%	$ 44,000
Construction Cost Total:		**$ 1,500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,500,000
Engineering/Survey/Testing:		16%	$ 240,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 116,256
		Impact Fee Project Cost Total:	**$ 1,900,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-5	
Service Area:	B,	
Limits:	250' N OF SAN GABRIEL PKWY to SAN GAI	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	260	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	749	CY	$ 15.00	$ 11,000
202	4" Asphalt (Type C)	298	Ton	$ 80.00	$ 24,000
302	13" Base	573	CY	$ 45.00	$ 26,000
402	Geogrid	1,587	SY	$ 2.00	$ 3,000
502	6' Concrete Sidewalk	3,117	SF	$ 10.00	$ 31,000
602	Machine Laid Curb & Gutter	1,039	LF	$ 18.00	$ 19,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	271	GAL	$ 4.00	$ 1,000
				Paving Construction Cost Subtotal:	**$ 115,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 6,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 2,000
√	Roadway Drainage	Standard Internal System	35%	$ 40,000
√	Illumination		10%	$ 12,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 2,000
√	Sewer	Minor Adjustments	2%	$ 2,000
√	Turf and Erosion Control		3%	$ 3,000
√	Landscaping and Irrigation		2%	$ 2,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 69,000**

Paving Construction Cost and Allowance Subtotal:		$ 184,000
Construction Contingency:	15%	$ 28,000
Mobilization:	10%	$ 18,000
Prep ROW:	4%	$ 7,000
Construction Cost Total:		**$ 300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 300,000
Engineering/Survey/Testing:		16%	$ 48,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 19,479
		Impact Fee Project Cost Total:	**$ 400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-6	
Service Area:	B, ETJ/Other	
Limits:	190' S OF SAN GABRIEL PKWY to 410' S OI	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	208	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	600	CY	$ 15.00	$ 9,000
202	4" Asphalt (Type C)	239	Ton	$ 80.00	$ 19,000
302	13" Base	459	CY	$ 45.00	$ 21,000
402	Geogrid	1,271	SY	$ 2.00	$ 3,000
502	6' Concrete Sidewalk	2,496	SF	$ 10.00	$ 25,000
602	Machine Laid Curb & Gutter	832	LF	$ 18.00	$ 15,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	217	GAL	$ 4.00	$ 1,000
				Paving Construction Cost Subtotal:	**$ 93,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 5,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 2,000
√	Roadway Drainage	Standard Internal System	35%	$ 33,000
√	Illumination		10%	$ 9,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 2,000
√	Sewer	Minor Adjustments	2%	$ 2,000
√	Turf and Erosion Control		3%	$ 3,000
√	Landscaping and Irrigation		2%	$ 2,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 58,000**

Paving Construction Cost and Allowance Subtotal:		$	151,000
Construction Contingency:	15%	$	23,000
Mobilization:	10%	$	15,000
Prep ROW:	4%	$	6,000
Construction Cost Total:		**$**	**200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 200,000
Engineering/Survey/Testing:		16%	$ 32,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 15,602
		Impact Fee Project Cost Total:	**$ 200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-7	
Service Area:	B,	
Limits:	410' S OF SAN GABRIEL PKWY to 680' S OI	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	252	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	727	CY	$ 15.00	$ 11,000
202	4" Asphalt (Type C)	289	Ton	$ 80.00	$ 23,000
302	13" Base	556	CY	$ 45.00	$ 25,000
402	Geogrid	1,539	SY	$ 2.00	$ 3,000
502	6' Concrete Sidewalk	3,021	SF	$ 10.00	$ 30,000
602	Machine Laid Curb & Gutter	1,007	LF	$ 18.00	$ 18,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	263	GAL	$ 4.00	$ 1,000
				Paving Construction Cost Subtotal:	**$ 111,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 6,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 2,000
√	Roadway Drainage	Standard Internal System	35%	$ 39,000
√	Illumination		10%	$ 11,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 2,000
√	Sewer	Minor Adjustments	2%	$ 2,000
√	Turf and Erosion Control		3%	$ 3,000
√	Landscaping and Irrigation		2%	$ 2,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 67,000**

Paving Construction Cost and Allowance Subtotal:		$	178,000
Construction Contingency:	15%	$	27,000
Mobilization:	10%	$	18,000
Prep ROW:	4%	$	7,000
Construction Cost Total:		**$**	**300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 300,000
Engineering/Survey/Testing:		16%	$ 48,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 18,883
		Impact Fee Project Cost Total:	**$ 400,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-8	
Service Area:	B, ETJ/Other	
Limits:	680' S OF SAN GABRIEL PKWY to 1,500' S	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	809	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,334	CY	$ 15.00	$ 35,000
202	4" Asphalt (Type C)	929	Ton	$ 80.00	$ 74,000
302	13" Base	1,785	CY	$ 45.00	$ 80,000
402	Geogrid	4,944	SY	$ 2.00	$ 10,000
502	6' Concrete Sidewalk	9,707	SF	$ 10.00	$ 97,000
602	Machine Laid Curb & Gutter	3,236	LF	$ 18.00	$ 58,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	845	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 357,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 18,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 7,000
√	Roadway Drainage	Standard Internal System	35%	$ 125,000
√	Illumination		10%	$ 36,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 7,000
√	Sewer	Minor Adjustments	2%	$ 7,000
√	Turf and Erosion Control		3%	$ 11,000
√	Landscaping and Irrigation		2%	$ 7,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 218,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 575,000
Construction Contingency:	15%	$ 86,000
Mobilization:	10%	$ 58,000
Prep ROW:	4%	$ 23,000
Construction Cost Total:		**$ 800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 800,000
Engineering/Survey/Testing:		16%	$ 128,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 60,671
		Impact Fee Project Cost Total:	**$ 1,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-9	
Service Area:	B,	
Limits:	2,400' N OF HERO WAY to 1,990' N OF HER	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	422	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,217	CY	$ 15.00	$ 18,000
202	4" Asphalt (Type C)	485	Ton	$ 80.00	$ 39,000
302	13" Base	931	CY	$ 45.00	$ 42,000
402	Geogrid	2,578	SY	$ 2.00	$ 5,000
502	6' Concrete Sidewalk	5,062	SF	$ 10.00	$ 51,000
602	Machine Laid Curb & Gutter	1,687	LF	$ 18.00	$ 30,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	441	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 187,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 9,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 4,000
√	Roadway Drainage	Standard Internal System	35%	$ 65,000
√	Illumination		10%	$ 19,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 4,000
√	Sewer	Minor Adjustments	2%	$ 4,000
√	Turf and Erosion Control		3%	$ 6,000
√	Landscaping and Irrigation		2%	$ 4,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 115,000**

Paving Construction Cost and Allowance Subtotal:		$ 302,000
Construction Contingency:	15%	$ 45,000
Mobilization:	10%	$ 30,000
Prep ROW:	4%	$ 12,000
Construction Cost Total:		**$ 400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 400,000
Engineering/Survey/Testing:		16%	$ 64,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 31,634
		Impact Fee Project Cost Total:	**$ 500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-10	
Service Area:	B, ETJ/Other	
Limits:	1,990 N' OF HERO WAY to 1,550' N OF HER	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	423	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,220	CY	$ 15.00	$ 18,000
202	4" Asphalt (Type C)	486	Ton	$ 80.00	$ 39,000
302	13" Base	933	CY	$ 45.00	$ 42,000
402	Geogrid	2,583	SY	$ 2.00	$ 5,000
502	6' Concrete Sidewalk	5,073	SF	$ 10.00	$ 51,000
602	Machine Laid Curb & Gutter	1,691	LF	$ 18.00	$ 30,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	442	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 187,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 9,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 4,000
√	Roadway Drainage	Standard Internal System	35%	$ 65,000
√	Illumination		10%	$ 19,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 4,000
√	Sewer	Minor Adjustments	2%	$ 4,000
√	Turf and Erosion Control		3%	$ 6,000
√	Landscaping and Irrigation		2%	$ 4,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 115,000**

Paving Construction Cost and Allowance Subtotal:		$ 302,000
Construction Contingency:	15%	$ 45,000
Mobilization:	10%	$ 30,000
Prep ROW:	4%	$ 12,000
Construction Cost Total:		**$ 400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 400,000
Engineering/Survey/Testing:		16%	$ 64,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 31,706
		Impact Fee Project Cost Total:	**$ 500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-11	
Service Area:	B,	
Limits:	1,550' N OF HERO WAY to 405' N OF HERO	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,149	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,315	CY	$ 15.00	$ 50,000
202	4" Asphalt (Type C)	1,320	Ton	$ 80.00	$ 106,000
302	13" Base	2,535	CY	$ 45.00	$ 114,000
402	Geogrid	7,021	SY	$ 2.00	$ 14,000
502	6' Concrete Sidewalk	13,786	SF	$ 10.00	$ 138,000
602	Machine Laid Curb & Gutter	4,595	LF	$ 18.00	$ 83,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,200	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 510,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 26,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 179,000
√	Illumination		10%	$ 51,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 15,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 311,000**

Paving Construction Cost and Allowance Subtotal:		$ 821,000
Construction Contingency:	15%	$ 123,000
Mobilization:	10%	$ 82,000
Prep ROW:	4%	$ 33,000
Construction Cost Total:		**$ 1,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,100,000
Engineering/Survey/Testing:		16%	$ 176,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 86,161
		Impact Fee Project Cost Total:	**$ 1,400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 270	
Project Label:	B-12	
Service Area:	B,	
Limits:	405' N OF HERO WAY to HERO WAY	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	404	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	1,166	CY	$ 15.00	$ 17,000
202	4" Asphalt (Type C)	464	Ton	$ 80.00	$ 37,000
302	13" Base	892	CY	$ 45.00	$ 40,000
402	Geogrid	2,470	SY	$ 2.00	$ 5,000
502	6' Concrete Sidewalk	4,849	SF	$ 10.00	$ 48,000
602	Machine Laid Curb & Gutter	1,616	LF	$ 18.00	$ 29,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	422	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 178,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 9,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 4,000
√	Roadway Drainage	Standard Internal System	35%	$ 62,000
√	Illumination		10%	$ 18,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 4,000
√	Sewer	Minor Adjustments	2%	$ 4,000
√	Turf and Erosion Control		3%	$ 5,000
√	Landscaping and Irrigation		2%	$ 4,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 110,000**

Paving Construction Cost and Allowance Subtotal:		$ 288,000
Construction Contingency:	15%	$ 43,000
Mobilization:	10%	$ 29,000
Prep ROW:	4%	$ 12,000
Construction Cost Total:		**$ 400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 400,000
Engineering/Survey/Testing:		16%	$ 64,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 30,308
		Impact Fee Project Cost Total:	**$ 500,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	
Project Label:	B-13	
Service Area:	B,	
Limits:	SAN GABRIEL PKWY to HERO WAY	**This project consists of the reconstruction of the existing pavement to two thirds of a six-lane arterial.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,596	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	10,378	CY	$ 15.00	$ 156,000
202	4" Asphalt (Type C)	4,131	Ton	$ 80.00	$ 331,000
302	13" Base	7,936	CY	$ 45.00	$ 357,000
402	Geogrid	21,976	SY	$ 2.00	$ 44,000
502	6' Concrete Sidewalk	43,153	SF	$ 10.00	$ 432,000
602	Machine Laid Curb & Gutter	14,384	LF	$ 18.00	$ 259,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,756	GAL	$ 4.00	$ 15,000
				Paving Construction Cost Subtotal:	**$ 1,594,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 80,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 32,000
√	Roadway Drainage	Standard Internal System	35%	$ 558,000
√	Illumination		10%	$ 159,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 32,000
√	Sewer	Minor Adjustments	2%	$ 32,000
√	Turf and Erosion Control		3%	$ 48,000
√	Landscaping and Irrigation		2%	$ 32,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 973,000**

Paving Construction Cost and Allowance Subtotal:		$	2,567,000
Construction Contingency:	15%	$	385,000
Mobilization:	10%	$	257,000
Prep ROW:	4%	$	103,000
Construction Cost Total:		**$**	**3,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,400,000
Engineering/Survey/Testing:		16%	$ 544,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,078,821
		Impact Fee Project Cost Total:	**$ 5,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	B-14	
Service Area:	B, ETJ/Other	
Limits:	CR 270 to 1,415' E of CR 270	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4U	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,414	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	6,223	CY	$ 15.00	$ 93,000
205	6" Asphalt (Type C)	2,385	Ton	$ 80.00	$ 191,000
305	17" Base	4,599	CY	$ 45.00	$ 207,000
405	Geogrid	9,740	SY	$ 2.00	$ 19,000
505	10' Concrete Sidewalk	28,277	SF	$ 10.00	$ 283,000
605	Machine Laid Curb & Gutter	2,828	LF	$ 18.00	$ 51,000
705	Turn Lanes and Median Openings	1,035	SY	$ 77.00	$ 80,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,445	GAL	$ 4.00	$ 6,000
				Paving Construction Cost Subtotal:	**$ 930,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 47,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 19,000
√	Roadway Drainage	Standard Internal System	35%	$ 326,000
√	Illumination		10%	$ 93,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 19,000
√	Sewer	Minor Adjustments	2%	$ 19,000
√	Turf and Erosion Control		3%	$ 28,000
√	Landscaping and Irrigation		2%	$ 19,000
	Miscellaneous		0%	$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: $ 570,000

Paving Construction Cost and Allowance Subtotal:		$	1,500,000
Construction Contingency:	15%	$	225,000
Mobilization:	10%	$	150,000
Prep ROW:	4%	$	60,000
Construction Cost Total:		**$**	**2,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,000,000
Engineering/Survey/Testing:		16%	$ 320,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 424,152

Impact Fee Project Cost Total: $ 2,700,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	B-15	
Service Area:	B,	
Limits:	1,415' E of CR 270 to 375' W of Logan Del W	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial (1/2)	
Cross-Section:	4U	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,654	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	7,280	CY	$ 15.00	$ 109,000
205	6" Asphalt (Type C)	2,790	Ton	$ 80.00	$ 223,000
305	17" Base	5,381	CY	$ 45.00	$ 242,000
405	Geogrid	11,395	SY	$ 2.00	$ 23,000
505	10' Concrete Sidewalk	33,082	SF	$ 10.00	$ 331,000
605	Machine Laid Curb & Gutter	3,308	LF	$ 18.00	$ 60,000
705	Turn Lanes and Median Openings	1,211	SY	$ 77.00	$ 93,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,691	GAL	$ 4.00	$ 7,000
				Paving Construction Cost Subtotal:	**$ 1,088,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 54,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 22,000
√	Roadway Drainage	Standard Internal System	35%	$ 381,000
√	Illumination		10%	$ 109,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 22,000
√	Sewer	Minor Adjustments	2%	$ 22,000
√	Turf and Erosion Control		3%	$ 33,000
√	Landscaping and Irrigation		2%	$ 22,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 665,000**

Paving Construction Cost and Allowance Subtotal:		$	1,753,000
Construction Contingency:	15%	$	263,000
Mobilization:	10%	$	175,000
Prep ROW:	4%	$	70,000
Construction Cost Total:		**$**	**2,300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,300,000
Engineering/Survey/Testing:		16%	$ 368,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 496,234
		Impact Fee Project Cost Total:	**$ 3,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	B-16	
Service Area:	B,	
Limits:	865' W of Ronald Reagan Blvd to Ronald Rea	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4U	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	875	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,849	CY	$ 15.00	$ 58,000
205	6" Asphalt (Type C)	1,475	Ton	$ 80.00	$ 118,000
305	17" Base	2,845	CY	$ 45.00	$ 128,000
405	Geogrid	6,025	SY	$ 2.00	$ 12,000
505	10' Concrete Sidewalk	17,492	SF	$ 10.00	$ 175,000
605	Machine Laid Curb & Gutter	1,749	LF	$ 18.00	$ 31,000
705	Turn Lanes and Median Openings	640	SY	$ 77.00	$ 49,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	894	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 575,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 29,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 12,000
√	Roadway Drainage	Standard Internal System	35%	$ 201,000
√	Illumination		10%	$ 58,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 12,000
√	Sewer	Minor Adjustments	2%	$ 12,000
√	Turf and Erosion Control		3%	$ 17,000
√	Landscaping and Irrigation		2%	$ 12,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 353,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 928,000
Construction Contingency:	15%	$ 139,000
Mobilization:	10%	$ 93,000
Prep ROW:	4%	$ 37,000
Construction Cost Total:		**$ 1,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,200,000
Engineering/Survey/Testing:		16%	$ 192,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 65,595
		Impact Fee Project Cost Total:	**$ 1,500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way ROW	
Project Label:	B-17, D-30	
Service Area:	B, D	**This project includes the City of Leander's anticipated contribution towards ROW purchases for the Hero Way project led by Williamson County and TxDOT.**
Limits:	US 183 to RM 2243	
Impact Fee Class:	New 3-Lane Frontage	
Cross-Section:	3U	
Roadway Class:	Access Controlled	
Length (Feet):	12,372	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:			
Other:			
ROW/Easement Acquisition:			$ 13,900,000

Impact Fee Project Cost Total: $ 13,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area C

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
C-1	Nameless Rd	From TRAVISSO PKWY To 2,475' NW OF RM 1431	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 9,400,000	$ 4,700,000
C-2	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	100%	$ 5,000,000	$ 5,000,000
C-3	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	50%	$ 5,700,000	$ 2,850,000
C-4	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	Arterial 4-Lane	Widen 4-Lane Arterial (1/2)	TMP	100%	$ 1,300,000	$ 1,300,000
C-5	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	Arterial 6-Lane	Access Management	TMP	100%	$ 800,000	$ 800,000
C-6	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	Arterial 6-Lane	Access Management	TMP	50%	$ 100,000	$ 50,000
C-7	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	100%	$ 3,900,000	$ 3,900,000
C-8	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	Non-Residential Collector	Widen Collector	TMP	100%	$ 3,200,000	$ 3,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	50%	$ 4,500,000	$ 2,250,000
C-10	W South St	From WEST DR To US 183	Non-Residential Collector	Widen Substandard	TMP	100%	$ 1,200,000	$ 1,200,000
C-11	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	Residential Collector	Access Management	TMP	100%	$ 500,000	$ 500,000
C-12	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	Residential Collector	Access Management	TMP	100%	$ 500,000	$ 500,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	Roadway Newly Identified	50%	$ 11,100,000	$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	Arterial 4-Lane	Access Management	Roadway Newly Identified; 2016-CO Bond; 2015-CO Bond	50%	$ 22,757,707	$ 11,378,854
C-15	Municipal Dr	From Nothern Hills To S West Dr	Non-Residential Collector	Widen Collector	2015-CO Bond	100%	$ 2,494,024	$ 2,494,024
						Total	**$ 72,451,731**	**$ 45,672,878**

Signal Installation and Intersection Improvements - Service Area C

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	$ 298,750	$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	$ 2,000,000	$ 400,000
CDI-2	TMP - ICE	Crystal Falls Pkwy and US 183	Other Capacity	50%	$ 355,000	$ 177,500
CDI-3	TMP - ICE	W South St and US 183	Other Capacity	50%	$ 194,000	$ 97,000
CI-1	TMP - ICE	Crystal Falls Pkwy and Lakeline Blvd	Other Capacity	100%	$ 472,250	$ 472,250
CI-4	2018-GO Bond	W South St and West Dr	Roundabout	100%	$ 1,200,000	$ 1,200,000
CI-5	TMP	E Crystal Falls Pkwy and S West St	Signal	100%	$ 400,000	$ 400,000
CI-6	TMP	Sonny Dr and Lakeline Blvd	Signal	100%	$ 400,000	$ 400,000
CI-7	TMP	Sonny Dr and Bagdad Rd	Signal	100%	$ 400,000	$ 400,000
CI-8	TMP	RM 1431 and Travisso Pkwy	Other Capacity	20%	$ 400,000	$ 80,000
				Total	**$ 6,120,000**	**$ 3,701,438**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions:

Project Source

Transportation Master Plan - Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding d

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified - Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified - Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Nameless Rd	
Project Label:	C-1	
Service Area:	C, ETJ/Other	
Limits:	TRAVISSO PKWY to 2,475' NW OF RM 143	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,587	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	24,589	CY	$ 15.00	$ 369,000
205	6" Asphalt (Type C)	9,423	Ton	$ 80.00	$ 754,000
305	17" Base	18,174	CY	$ 45.00	$ 818,000
405	Geogrid	38,487	SY	$ 2.00	$ 77,000
505	10' Concrete Sidewalk	111,735	SF	$ 10.00	$ 1,117,000
605	Machine Laid Curb & Gutter	11,174	LF	$ 18.00	$ 201,000
705	Turn Lanes and Median Openings	4,091	SY	$ 77.00	$ 315,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	5,711	GAL	$ 4.00	$ 23,000
				Paving Construction Cost Subtotal:	**$ 3,674,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 184,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 73,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,286,000
√	Illumination		10%	$ 367,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 73,000
√	Sewer	Minor Adjustments	2%	$ 73,000
√	Turf and Erosion Control		3%	$ 110,000
√	Landscaping and Irrigation		2%	$ 73,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 2,239,000**

Paving Construction Cost and Allowance Subtotal:		$ 5,913,000
Construction Contingency:	15%	$ 887,000
Mobilization:	10%	$ 591,000
Prep ROW:	4%	$ 237,000
Construction Cost Total:		**$ 7,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 7,700,000
Engineering/Survey/Testing:		16%	$ 1,232,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 419,008
		Impact Fee Project Cost Total:	**$ 9,400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	C-2	
Service Area:	C,	
Limits:	HERO WAY to 2,815' SE OF HERO WAY	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,930	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	12,894	CY	$ 15.00	$ 193,000
205	6" Asphalt (Type C)	4,941	Ton	$ 80.00	$ 395,000
305	17" Base	9,530	CY	$ 45.00	$ 429,000
405	Geogrid	20,182	SY	$ 2.00	$ 40,000
505	10' Concrete Sidewalk	58,592	SF	$ 10.00	$ 586,000
605	Machine Laid Curb & Gutter	5,859	LF	$ 18.00	$ 105,000
705	Turn Lanes and Median Openings	2,145	SY	$ 77.00	$ 165,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,995	GAL	$ 4.00	$ 12,000
				Paving Construction Cost Subtotal:	**$ 1,925,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 96,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 39,000
√	Roadway Drainage	Standard Internal System	35%	$ 674,000
√	Illumination		10%	$ 193,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 39,000
√	Sewer	Minor Adjustments	2%	$ 39,000
√	Turf and Erosion Control		3%	$ 58,000
√	Landscaping and Irrigation		2%	$ 39,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,177,000**

Paving Construction Cost and Allowance Subtotal:		$	3,102,000
Construction Contingency:	15%	$	465,000
Mobilization:	10%	$	310,000
Prep ROW:	4%	$	124,000
Construction Cost Total:		**$**	**4,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 4,100,000
Engineering/Survey/Testing:		16%	$ 656,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 219,720
		Impact Fee Project Cost Total:	**$ 5,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	C-3	
Service Area:	C, ETJ/Other	
Limits:	2,815' SE OF HERO WAY to 1,765' SE OF V	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	3,388	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	14,912	CY	$ 15.00	$ 224,000
205	6" Asphalt (Type C)	5,715	Ton	$ 80.00	$ 457,000
305	17" Base	11,022	CY	$ 45.00	$ 496,000
405	Geogrid	23,340	SY	$ 2.00	$ 47,000
505	10' Concrete Sidewalk	67,762	SF	$ 10.00	$ 678,000
605	Machine Laid Curb & Gutter	6,776	LF	$ 18.00	$ 122,000
705	Turn Lanes and Median Openings	2,481	SY	$ 77.00	$ 191,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,463	GAL	$ 4.00	$ 14,000
				Paving Construction Cost Subtotal:	**$ 2,229,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 111,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 45,000
√	Roadway Drainage	Standard Internal System	35%	$ 780,000
√	Illumination		10%	$ 223,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 45,000
√	Sewer	Minor Adjustments	2%	$ 45,000
√	Turf and Erosion Control		3%	$ 67,000
√	Landscaping and Irrigation		2%	$ 45,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,361,000**

Paving Construction Cost and Allowance Subtotal:		$	3,590,000
Construction Contingency:	15%	$	539,000
Mobilization:	10%	$	359,000
Prep ROW:	4%	$	144,000
Construction Cost Total:		**$**	**4,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 4,700,000
Engineering/Survey/Testing:		16%	$ 752,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 254,108
		Impact Fee Project Cost Total:	**$ 5,700,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Lakeline Blvd	
Project Label:	C-4	
Service Area:	C,	
Limits:	1,765' SE OF VISTA RIDGE to 550' NW OF S	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial (1/2)	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	786	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,460	CY	$ 15.00	$ 52,000
205	6" Asphalt (Type C)	1,326	Ton	$ 80.00	$ 106,000
305	17" Base	2,558	CY	$ 45.00	$ 115,000
405	Geogrid	5,416	SY	$ 2.00	$ 11,000
505	10' Concrete Sidewalk	15,724	SF	$ 10.00	$ 157,000
605	Machine Laid Curb & Gutter	1,572	LF	$ 18.00	$ 28,000
705	Turn Lanes and Median Openings	576	SY	$ 77.00	$ 44,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	804	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 516,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 26,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 181,000
√	Illumination		10%	$ 52,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 15,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 314,000**

Paving Construction Cost and Allowance Subtotal:		$ 830,000
Construction Contingency:	15%	$ 125,000
Mobilization:	10%	$ 83,000
Prep ROW:	4%	$ 33,000
Construction Cost Total:		**$ 1,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,100,000
Engineering/Survey/Testing:		16%	$ 176,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 58,967
		Impact Fee Project Cost Total:	**$ 1,300,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	C-5	
Service Area:	C,	
Limits:	HERO WAY to 2,595' S OF HERO WAY	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	2,561	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	3,478	CY	$ 15.00	$ 52,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	5,123	LF	$ 18.00	$ 92,000
708	Turn Lanes and Median Openings	1,876	SY	$ 77.00	$ 144,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 288,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 14,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 6,000
√	Roadway Drainage	Standard Internal System	35%	$ 101,000
√	Illumination		10%	$ 29,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 6,000
√	Sewer	Minor Adjustments	2%	$ 6,000
√	Turf and Erosion Control		3%	$ 9,000
√	Landscaping and Irrigation		2%	$ 6,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 177,000**

Paving Construction Cost and Allowance Subtotal:		$	465,000
Construction Contingency:	15%	$	70,000
Mobilization:	10%	$	47,000
Prep ROW:	4%	$	19,000
Construction Cost Total:		**$**	**700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 700,000
Engineering/Survey/Testing:		16%	$ 112,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 800,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	C-6	
Service Area:	C, ETJ/Other	
Limits:	2,595' S OF HERO WAY to 475' N OF VISTA	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	95	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	129	CY	$ 15.00	$ 2,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	189	LF	$ 18.00	$ 3,000
708	Turn Lanes and Median Openings	69	SY	$ 77.00	$ 5,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 10,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 1,000
	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ -
√	Roadway Drainage	Standard Internal System	35%	$ 4,000
√	Illumination		10%	$ 1,000
	Special Drainage Structures	None Anticipated	0%	$ -
	Water	Minor Adjustments	2%	$ -
	Sewer	Minor Adjustments	2%	$ -
	Turf and Erosion Control		3%	$ -
	Landscaping and Irrigation		2%	$ -
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 6,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 16,000
Construction Contingency:	15%	$ 2,000
Mobilization:	10%	$ 2,000
Prep ROW:	4%	$ 1,000
Construction Cost Total:		**$ 100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 100,000
Engineering/Survey/Testing:		16%	$ 16,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 100,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Bagdad Rd	
Project Label:	C-7	
Service Area:	C,	
Limits:	475' N OF VISTA RIDGE DR to 2,065' S OF (	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,107	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	19,157	CY	$ 15.00	$ 287,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	28,214	LF	$ 18.00	$ 508,000
708	Turn Lanes and Median Openings	10,331	SY	$ 77.00	$ 795,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,590,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 80,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 32,000
√	Roadway Drainage	Standard Internal System	35%	$ 557,000
√	Illumination		10%	$ 159,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 32,000
√	Sewer	Minor Adjustments	2%	$ 32,000
√	Turf and Erosion Control		3%	$ 48,000
√	Landscaping and Irrigation		2%	$ 32,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 972,000**

Paving Construction Cost and Allowance Subtotal:		$	2,562,000
Construction Contingency:	15%	$	384,000
Mobilization:	10%	$	256,000
Prep ROW:	4%	$	102,000
Construction Cost Total:		**$**	**3,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,400,000
Engineering/Survey/Testing:		16%	$ 544,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 3,900,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	S West Dr	
Project Label:	C-8	
Service Area:	C,	
Limits:	W SOUTH ST to 870' N OF SONNY DR	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,822	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	8,145	CY	$ 15.00	$ 122,000
202	4" Asphalt (Type C)	3,243	Ton	$ 80.00	$ 259,000
302	13" Base	6,228	CY	$ 45.00	$ 280,000
402	Geogrid	17,248	SY	$ 2.00	$ 34,000
502	6' Concrete Sidewalk	33,869	SF	$ 10.00	$ 339,000
602	Machine Laid Curb & Gutter	11,290	LF	$ 18.00	$ 203,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,948	GAL	$ 4.00	$ 12,000
				Paving Construction Cost Subtotal:	**$ 1,249,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 62,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 25,000
√	Roadway Drainage	Standard Internal System	35%	$ 437,000
√	Illumination		10%	$ 125,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 25,000
√	Sewer	Minor Adjustments	2%	$ 25,000
√	Turf and Erosion Control		3%	$ 37,000
√	Landscaping and Irrigation		2%	$ 25,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 761,000**

Paving Construction Cost and Allowance Subtotal:		$	2,010,000
Construction Contingency:	15%	$	302,000
Mobilization:	10%	$	201,000
Prep ROW:	4%	$	80,000
Construction Cost Total:		**$**	**2,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,600,000
Engineering/Survey/Testing:		16%	$ 416,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 211,680
		Impact Fee Project Cost Total:	**$ 3,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	
Project Label:	C-9, D-25	
Service Area:	C, D	
Limits:	HERO WAY to 195' S OF OSAGE DR	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,989	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	20,355	CY	$ 15.00	$ 305,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	29,978	LF	$ 18.00	$ 540,000
708	Turn Lanes and Median Openings	10,977	SY	$ 77.00	$ 845,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,690,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 85,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 34,000
√	Roadway Drainage	Standard Internal System	35%	$ 592,000
√	Illumination		10%	$ 169,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 34,000
√	Sewer	Minor Adjustments	2%	$ 34,000
√	Turf and Erosion Control		3%	$ 51,000
√	Landscaping and Irrigation		2%	$ 34,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,033,000**

Paving Construction Cost and Allowance Subtotal:		$	2,723,000
Construction Contingency:	15%	$	408,000
Mobilization:	10%	$	272,000
Prep ROW:	4%	$	109,000
Construction Cost Total:		**$**	**3,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,600,000
Engineering/Survey/Testing:		16%	$ 576,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 312,811
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 4,500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	W South St	
Project Label:	C-10	
Service Area:	C,	
Limits:	WEST DR to US 183	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,012	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	2,922	CY	$ 15.00	$ 44,000
202	4" Asphalt (Type C)	1,163	Ton	$ 80.00	$ 93,000
302	13" Base	2,234	CY	$ 45.00	$ 101,000
402	Geogrid	6,187	SY	$ 2.00	$ 12,000
502	6' Concrete Sidewalk	12,149	SF	$ 10.00	$ 121,000
602	Machine Laid Curb & Gutter	4,050	LF	$ 18.00	$ 73,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,057	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 448,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 22,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 9,000
√	Roadway Drainage	Standard Internal System	35%	$ 157,000
√	Illumination		10%	$ 45,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 9,000
√	Sewer	Minor Adjustments	2%	$ 9,000
√	Turf and Erosion Control		3%	$ 13,000
√	Landscaping and Irrigation		2%	$ 9,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 273,000**

Paving Construction Cost and Allowance Subtotal:		$ 721,000
Construction Contingency:	15%	$ 108,000
Mobilization:	10%	$ 72,000
Prep ROW:	4%	$ 29,000
Construction Cost Total:		**$ 1,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,000,000
Engineering/Survey/Testing:		16%	$ 160,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 75,932
		Impact Fee Project Cost Total:	**$ 1,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	C-11	
Service Area:	C,	**This project consists of the reconstruction of the existing roadway to an access-managed two-lane residential collector.**
Limits:	CANTINA SKY to FIRST VIEW	
Impact Fee Class:	Access Management	
Cross-Section:	2D	
Roadway Class:	Residential Collector	
Length (Feet):	1,979	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 500,000
Engineering/Survey/Testing:			
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Osage Dr	
Project Label:	C-12	
Service Area:	C,	**This project consists of the reconstruction of the existing roadway to an access-managed two-lane residential collector.**
Limits:	315' E OF PAINTED SKY BEND to BAGDAD	
Impact Fee Class:	Access Management	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	13,194	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 500,000
Engineering/Survey/Testing:			$ -
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 500,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		**Description:**
Name:	Hero Way	
Project Label:	A-20, C-13	
Service Area:	A, C	
Limits:	1,100' E OF SAN GABRIEL PKWY to 900' W	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	5,712	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	25,139	CY	$ 15.00	$ 377,000
205	6" Asphalt (Type C)	9,634	Ton	$ 80.00	$ 771,000
305	17" Base	18,581	CY	$ 45.00	$ 836,000
405	Geogrid	39,348	SY	$ 2.00	$ 79,000
505	10' Concrete Sidewalk	114,237	SF	$ 10.00	$ 1,142,000
605	Machine Laid Curb & Gutter	11,424	LF	$ 18.00	$ 206,000
705	Turn Lanes and Median Openings	4,183	SY	$ 77.00	$ 322,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	5,839	GAL	$ 4.00	$ 23,000
				Paving Construction Cost Subtotal:	**$ 3,756,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 188,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 75,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,315,000
√	Illumination		10%	$ 376,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 1,080,000
√	Water	Minor Adjustments	2%	$ 75,000
√	Sewer	Minor Adjustments	2%	$ 75,000
√	Turf and Erosion Control		3%	$ 113,000
√	Landscaping and Irrigation		2%	$ 75,000
	Miscellaneous		0%	$ -

*Allowances are based on percent of paving construction cost subtotal

Allowance Subtotal: $ 3,372,000

Paving Construction Cost and Allowance Subtotal:		$ 7,128,000
Construction Contingency:	15%	$ 1,069,000
Mobilization:	10%	$ 713,000
Prep ROW:	4%	$ 285,000
Construction Cost Total:		**$ 9,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 9,200,000
Engineering/Survey/Testing:		16%	$ 1,472,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 428,388

Impact Fee Project Cost Total: $ 11,100,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way	
Project Label:	A-21, C-14	
Service Area:	A, C	
Limits:	LAKELINE BLVD to US 183	**This project consists of the reconstruction of the existing roadway to an access-managed four-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	13,271	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,022	CY	$ 15.00	$ 270,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	26,542	LF	$ 18.00	$ 478,000
708	Turn Lanes and Median Openings	9,719	SY	$ 77.00	$ 748,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,496,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 75,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 524,000
√	Illumination		10%	$ 150,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 45,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 914,000**

Paving Construction Cost and Allowance Subtotal:		$ 2,410,000
Construction Contingency:	15%	$ 362,000
Mobilization:	10%	$ 241,000
Prep ROW:	4%	$ 96,000
Construction Cost Total:		**$ 3,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,200,000
Engineering/Survey/Testing:		16%	$ 512,000
Previous City Contribution:	2016-CO Bond; 2015-CO Bond		$ 19,057,707
Other:			$ -
ROW/Easement Acquisition:			$ -

Impact Fee Project Cost Total: $ 22,757,707

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 3/14/2022

Project Information:		Description:
Name:	Municipal Dr	
Project Label:	C-15	
Service Area:	C,	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Limits:	Nothern Hills to S West Dr	
Impact Fee Class:	Widen Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,980	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:	2015-CO Bond		$ 2,494,024
Other:			$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: $ 2,494,024

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area D

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
D-1	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	Non-Residential Collector	Widen Substandard	TMP	100%	$ 5,300,000	$ 5,300,000
D-2	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	Residential Collector	Widen Collector	TMP	100%	$ 14,300,000	$ 14,300,000
D-3	Raider Way	From HERO WAY To RM 2243	Non-Residential Collector	New Collector	TMP	100%	$ 4,700,000	$ 4,700,000
D-4	Raider Way	From RM 2243 To 1,235' S OF RM 2243	Non-Residential Collector	New Collector	TMP	100%	$ 3,200,000	$ 3,200,000
D-5	CR 175	From RM 2243 To 1,265' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 1,680,000	$ 840,000
D-6	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 1,680,000	$ 1,680,000
D-7	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 960,000	$ 480,000
D-8	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 6,720,000	$ 3,360,000
D-9	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 2,720,000	$ 2,720,000
D-10	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 880,000	$ 440,000
D-11	RM 2243	From N US 183 To CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 45,100,000	$ 45,100,000
D-12	RM 2243	From CR 175 To HERO WAY	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 2,600,000	$ 1,300,000
D-13	Woodview Dr	From 980' W OF N US 183 To N US 183	Residential Collector	New Collector	TMP	100%	$ 6,300,000	$ 6,300,000
D-14	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 1,400,000	$ 1,400,000
D-15	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 1,500,000	$ 1,500,000
D-16	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 9,400,000	$ 9,400,000
D-17	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	50%	$ 1,900,000	$ 950,000
D-18	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	Arterial 4-Lane	New 4-Lane Arterial	TMP	100%	$ 800,000	$ 800,000
D-19	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 6,700,000	$ 6,700,000
D-20	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 3,400,000	$ 1,700,000
D-21	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 1,200,000	$ 1,200,000
D-22	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	50%	$ 500,000	$ 250,000
D-23	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	Arterial 4-Lane	Widen 4-Lane Arterial	TMP	100%	$ 3,200,000	$ 3,200,000
D-24	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	Access Controlled	Access Management	TMP	100%	$ 4,200,000	$ 4,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	Arterial 6-Lane	Access Management	TMP	50%	$ 4,500,000	$ 2,250,000
D-26	N East St	From Hero Way To E South St	Residential Collector	Widen Collector	2018-GO Bond; 2016-CO Bond; 2015-CO Bond	100%	$ 3,280,852	$ 3,280,852
D-27	N East St	From E Evans St To E South St	Residential Collector	Widen Collector	CIP	100%	$ 1,100,000	$ 1,100,000
D-28	Woodview Dr	From US 183A To Raider Way	Residential Collector	Widen Collector	CIP; 2018-GO Bond; 2016-GO & RF Bond	100%	$ 4,909,533	$ 4,909,533
D-29	Raider Way	From Woodview Dr To Crystal Falls Pkwy	Non-Residential Collector	Widen Collector	CIP; 2018-GO Bond; 2016-GO & RF Bond	100%	$ 4,909,533	$ 4,909,533
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	Access Controlled	New 3-Lane Frontage	CIP	50%	$ 13,900,000	$ 6,950,000
						Total	**$ 162,939,917**	**$ 144,419,917**

Signal Installation and Intersection Improvements - Service Area D

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	$ 298,750	$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	$ 2,000,000	$ 400,000
BDI-2	TMP	Hero Way and Ronald Reagan Blvd	Signal	50%	$ 400,000	$ 200,000
CDI-2	TMP - ICE	Crystal Falls Pkwy and US 183	Other Capacity	50%	$ 355,000	$ 177,500
CDI-3	TMP - ICE	W South St and US 183	Other Capacity	50%	$ 194,000	$ 97,000
DI-1	TMP - ICE	RM 2243 and Ronald Reagan Blvd	Innovative Intersection	100%	$ 5,000,000	$ 5,000,000
DI-2	CIP	E Woodview Dr and Raider Way	Roundabout	100%	$ 1,200,000	$ 1,200,000
DI-3	CIP	E Crystal Falls Pkwy and Raider Way	Signal	100%	$ 1,200,000	$ 1,200,000
DI-4	TMP	Journey Pkwy and CR 175	Signal	100%	$ 400,000	$ 400,000
DI-5	TMP	Sonny Dr and Leander Dr	Roundabout	100%	$ 400,000	$ 400,000
DI-6	TMP	Hazelwood St and Horizon Park Blvd	Roundabout	100%	$ 1,200,000	$ 1,200,000
				Total	**$ 12,647,750**	**$ 10,349,188**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Leander Dr	
Project Label:	D-1	
Service Area:	D,	
Limits:	HAZLEWOOD ST to CRYSTAL FALLS DR	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Substandard	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	4,654	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	13,431	CY	$ 15.00	$ 201,000
202	4" Asphalt (Type C)	5,347	Ton	$ 80.00	$ 428,000
302	13" Base	10,271	CY	$ 45.00	$ 462,000
402	Geogrid	28,442	SY	$ 2.00	$ 57,000
502	6' Concrete Sidewalk	55,849	SF	$ 10.00	$ 558,000
602	Machine Laid Curb & Gutter	18,616	LF	$ 18.00	$ 335,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	4,861	GAL	$ 4.00	$ 19,000
				Paving Construction Cost Subtotal:	**$ 2,060,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 103,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 41,000
√	Roadway Drainage	Standard Internal System	35%	$ 721,000
√	Illumination		10%	$ 206,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 41,000
√	Sewer	Minor Adjustments	2%	$ 41,000
√	Turf and Erosion Control		3%	$ 62,000
√	Landscaping and Irrigation		2%	$ 41,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,256,000**

Paving Construction Cost and Allowance Subtotal:		$ 3,316,000
Construction Contingency:	15%	$ 497,000
Mobilization:	10%	$ 332,000
Prep ROW:	4%	$ 133,000
Construction Cost Total:		**$ 4,300,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 4,300,000
Engineering/Survey/Testing:		16%	$ 688,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 349,055
		Impact Fee Project Cost Total:	**$ 5,300,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Horizon Park Blvd	
Project Label:	D-2	
Service Area:	D,	
Limits:	RM 2243 to CRYSTAL FALLS PKWY	**This project consists of the reconstruction of the existing pavement to a two-lane residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	8,137	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	17,957	CY	$ 15.00	$ 269,000
201	3" Asphalt (Type C)	7,012	Ton	$ 80.00	$ 561,000
301	10" Base	13,813	CY	$ 45.00	$ 622,000
401	Geogrid	49,728	SY	$ 2.00	$ 99,000
501	6' Concrete Sidewalk	97,648	SF	$ 10.00	$ 976,000
601	Machine Laid Curb & Gutter	16,275	LF	$ 18.00	$ 293,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	8,499	GAL	$ 4.00	$ 34,000
				Paving Construction Cost Subtotal:	**$ 2,854,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 143,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 57,000
√	Roadway Drainage	Standard Internal System	35%	$ 999,000
√	Illumination		10%	$ 285,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 4,519,800
√	Water	Minor Adjustments	2%	$ 57,000
√	Sewer	Minor Adjustments	2%	$ 57,000
√	Turf and Erosion Control		3%	$ 86,000
√	Landscaping and Irrigation		2%	$ 57,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 6,260,800**

Paving Construction Cost and Allowance Subtotal:		$ 9,114,800
Construction Contingency:	15%	$ 1,367,000
Mobilization:	10%	$ 911,000
Prep ROW:	4%	$ 365,000
Construction Cost Total:		**$ 11,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 11,800,000
Engineering/Survey/Testing:		16%	$ 1,888,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 610,300
		Impact Fee Project Cost Total:	**$ 14,300,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	
Project Label:	D-3	
Service Area:	D,	
Limits:	HERO WAY to RM 2243	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	3,392	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	9,790	CY	$ 15.00	$ 147,000
202	4" Asphalt (Type C)	3,898	Ton	$ 80.00	$ 312,000
302	13" Base	7,486	CY	$ 45.00	$ 337,000
402	Geogrid	20,732	SY	$ 2.00	$ 41,000
502	6' Concrete Sidewalk	40,710	SF	$ 10.00	$ 407,000
602	Machine Laid Curb & Gutter	13,570	LF	$ 18.00	$ 244,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	3,543	GAL	$ 4.00	$ 14,000
				Paving Construction Cost Subtotal:	**$ 1,502,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 75,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 526,000
√	Illumination		10%	$ 150,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 45,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 916,000**

Paving Construction Cost and Allowance Subtotal:		$	2,418,000
Construction Contingency:	15%	$	363,000
Mobilization:	10%	$	242,000
Prep ROW:	4%	$	97,000
Construction Cost Total:		**$**	**3,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,200,000
Engineering/Survey/Testing:		16%	$ 512,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 1,017,741
		Impact Fee Project Cost Total:	**$ 4,700,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	
Project Label:	D-4	
Service Area:	D,	
Limits:	RM 2243 to 1,235' S OF RM 2243	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	1,324	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,821	CY	$ 15.00	$ 57,000
202	4" Asphalt (Type C)	1,521	Ton	$ 80.00	$ 122,000
302	13" Base	2,922	CY	$ 45.00	$ 131,000
402	Geogrid	8,091	SY	$ 2.00	$ 16,000
502	6' Concrete Sidewalk	15,888	SF	$ 10.00	$ 159,000
602	Machine Laid Curb & Gutter	5,296	LF	$ 18.00	$ 95,000
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,383	GAL	$ 4.00	$ 6,000
				Paving Construction Cost Subtotal:	**$ 586,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 29,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 12,000
√	Roadway Drainage	Standard Internal System	35%	$ 205,000
√	Illumination		10%	$ 59,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 886,600
√	Water	Minor Adjustments	2%	$ 12,000
√	Sewer	Minor Adjustments	2%	$ 12,000
√	Turf and Erosion Control		3%	$ 18,000
√	Landscaping and Irrigation		2%	$ 12,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 1,245,600**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,831,600
Construction Contingency:	15%	$ 275,000
Mobilization:	10%	$ 183,000
Prep ROW:	4%	$ 73,000
Construction Cost Total:		**$ 2,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,400,000
Engineering/Survey/Testing:		16%	$ 384,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 397,194
		Impact Fee Project Cost Total:	**$ 3,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-5	
Service Area:	D, ETJ/Other	
Limits:	RM 2243 to 1,265' SE OF RM 2243	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,241	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	5,464	CY	$ 15.00	$ 82,000
205	6" Asphalt (Type C)	2,094	Ton	$ 80.00	$ 168,000
305	17" Base	4,038	CY	$ 45.00	$ 182,000
405	Geogrid	8,552	SY	$ 2.00	$ 17,000
505	10' Concrete Sidewalk	24,828	SF	$ 10.00	$ 248,000
605	Machine Laid Curb & Gutter	2,483	LF	$ 18.00	$ 45,000
705	Turn Lanes and Median Openings	909	SY	$ 77.00	$ 70,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,269	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 817,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 41,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 16,000
√	Roadway Drainage	Standard Internal System	35%	$ 286,000
√	Illumination		10%	$ 82,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 16,000
√	Sewer	Minor Adjustments	2%	$ 16,000
√	Turf and Erosion Control		3%	$ 25,000
√	Landscaping and Irrigation		2%	$ 16,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 498,000**

Paving Construction Cost and Allowance Subtotal:		$	1,315,000
Construction Contingency:	15%	$	197,000
Mobilization:	10%	$	132,000
Prep ROW:	4%	$	53,000
Construction Cost Total:		**$**	**1,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,700,000
Engineering/Survey/Testing:		16%	$ 272,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 93,105

Impact Fee Project Cost Total 80% City Contribution $ 1,680,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-6	
Service Area:	D,	
Limits:	1,265' SE OF RM 2243 to 2,315' SE OF RM 2	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,202	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	5,291	CY	$ 15.00	$ 79,000
205	6" Asphalt (Type C)	2,028	Ton	$ 80.00	$ 162,000
305	17" Base	3,911	CY	$ 45.00	$ 176,000
405	Geogrid	8,281	SY	$ 2.00	$ 17,000
505	10' Concrete Sidewalk	24,042	SF	$ 10.00	$ 240,000
605	Machine Laid Curb & Gutter	2,404	LF	$ 18.00	$ 43,000
705	Turn Lanes and Median Openings	880	SY	$ 77.00	$ 68,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,229	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 790,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 40,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 16,000
√	Roadway Drainage	Standard Internal System	35%	$ 277,000
√	Illumination		10%	$ 79,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 16,000
√	Sewer	Minor Adjustments	2%	$ 16,000
√	Turf and Erosion Control		3%	$ 24,000
√	Landscaping and Irrigation		2%	$ 16,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 484,000**

Paving Construction Cost and Allowance Subtotal:		$ 1,274,000
Construction Contingency:	15%	$ 191,000
Mobilization:	10%	$ 127,000
Prep ROW:	4%	$ 51,000
Construction Cost Total:		**$ 1,700,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,700,000
Engineering/Survey/Testing:		16%	$ 272,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 90,158

Impact Fee Project Cost Total 80% City Contribution $ 1,680,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-7	
Service Area:	D, ETJ/Other	
Limits:	2,315' SE OF RM 2243 to 3,040' SE OF RM 2	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	730	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,212	CY	$ 15.00	$ 48,000
205	6" Asphalt (Type C)	1,231	Ton	$ 80.00	$ 98,000
305	17" Base	2,374	CY	$ 45.00	$ 107,000
405	Geogrid	5,028	SY	$ 2.00	$ 10,000
505	10' Concrete Sidewalk	14,598	SF	$ 10.00	$ 146,000
605	Machine Laid Curb & Gutter	1,460	LF	$ 18.00	$ 26,000
705	Turn Lanes and Median Openings	535	SY	$ 77.00	$ 41,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	746	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 479,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 24,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 168,000
√	Illumination		10%	$ 48,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 14,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 294,000**

Paving Construction Cost and Allowance Subtotal:		$ 773,000
Construction Contingency:	15%	$ 116,000
Mobilization:	10%	$ 77,000
Prep ROW:	4%	$ 31,000
Construction Cost Total:		**$ 1,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,000,000
Engineering/Survey/Testing:		16%	$ 160,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 54,742

Impact Fee Project Cost Total 80% City Contribution $ 960,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-8	
Service Area:	D, ETJ/Other	
Limits:	1,855' NW OF WHISPER LN to 40' NW OF C	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	4,796	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	21,110	CY	$ 15.00	$ 317,000
205	6" Asphalt (Type C)	8,090	Ton	$ 80.00	$ 647,000
305	17" Base	15,603	CY	$ 45.00	$ 702,000
405	Geogrid	33,041	SY	$ 2.00	$ 66,000
505	10' Concrete Sidewalk	95,926	SF	$ 10.00	$ 959,000
605	Machine Laid Curb & Gutter	9,593	LF	$ 18.00	$ 173,000
705	Turn Lanes and Median Openings	3,512	SY	$ 77.00	$ 270,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	4,903	GAL	$ 4.00	$ 20,000
				Paving Construction Cost Subtotal:	**$ 3,154,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 158,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 63,000
√	Roadway Drainage	Standard Internal System	35%	$ 1,104,000
√	Illumination		10%	$ 315,000
√	Special Drainage Structures	Minor Stream Crossing	0%	$ 250,000
√	Water	Minor Adjustments	2%	$ 63,000
√	Sewer	Minor Adjustments	2%	$ 63,000
√	Turf and Erosion Control		3%	$ 95,000
√	Landscaping and Irrigation		2%	$ 63,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 2,174,000**

Paving Construction Cost and Allowance Subtotal:		$	5,328,000
Construction Contingency:	15%	$	799,000
Mobilization:	10%	$	533,000
Prep ROW:	4%	$	213,000
Construction Cost Total:		**$**	**6,900,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 6,900,000
Engineering/Survey/Testing:		16%	$ 1,104,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 359,722

Impact Fee Project Cost Total 80% City Contribution $ 6,720,000

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-9	
Service Area:	D,	
Limits:	1,400' SE OF CRYSTAL FALLS PKWY to 50(	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,022	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	8,901	CY	$ 15.00	$ 134,000
205	6" Asphalt (Type C)	3,411	Ton	$ 80.00	$ 273,000
305	17" Base	6,579	CY	$ 45.00	$ 296,000
405	Geogrid	13,931	SY	$ 2.00	$ 28,000
505	10' Concrete Sidewalk	40,446	SF	$ 10.00	$ 404,000
605	Machine Laid Curb & Gutter	4,045	LF	$ 18.00	$ 73,000
705	Turn Lanes and Median Openings	1,481	SY	$ 77.00	$ 114,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,067	GAL	$ 4.00	$ 8,000
				Paving Construction Cost Subtotal:	**$ 1,330,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 67,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 27,000
√	Roadway Drainage	Standard Internal System	35%	$ 466,000
√	Illumination		10%	$ 133,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 27,000
√	Sewer	Minor Adjustments	2%	$ 27,000
√	Turf and Erosion Control		3%	$ 40,000
√	Landscaping and Irrigation		2%	$ 27,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 814,000**

Paving Construction Cost and Allowance Subtotal:		$	2,144,000
Construction Contingency:	15%	$	322,000
Mobilization:	10%	$	214,000
Prep ROW:	4%	$	86,000
Construction Cost Total:		**$**	**2,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,800,000
Engineering/Survey/Testing:		16%	$ 448,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 151,672

Impact Fee Project Cost Total 80% City Contribution $ 2,720,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	CR 175	
Project Label:	D-10	
Service Area:	D, ETJ/Other	
Limits:	615' NW OF JOURNEY PKWY to JOURNEY	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	617	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,716	CY	$ 15.00	$ 41,000
205	6" Asphalt (Type C)	1,041	Ton	$ 80.00	$ 83,000
305	17" Base	2,008	CY	$ 45.00	$ 90,000
405	Geogrid	4,251	SY	$ 2.00	$ 9,000
505	10' Concrete Sidewalk	12,343	SF	$ 10.00	$ 123,000
605	Machine Laid Curb & Gutter	1,234	LF	$ 18.00	$ 22,000
705	Turn Lanes and Median Openings	452	SY	$ 77.00	$ 35,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	631	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 406,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 20,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 8,000
√	Roadway Drainage	Standard Internal System	35%	$ 142,000
√	Illumination		10%	$ 41,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 8,000
√	Sewer	Minor Adjustments	2%	$ 8,000
√	Turf and Erosion Control		3%	$ 12,000
√	Landscaping and Irrigation		2%	$ 8,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 247,000**

Paving Construction Cost and Allowance Subtotal:		$ 653,000
Construction Contingency:	15%	$ 98,000
Mobilization:	10%	$ 65,000
Prep ROW:	4%	$ 26,000
Construction Cost Total:		**$ 900,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 900,000
Engineering/Survey/Testing:		16%	$ 144,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 46,285

Impact Fee Project Cost Total 80% City Contribution $ 880,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	RM 2243	
Project Label:	D-11	
Service Area:	D,	
Limits:	N US 183 to CR 175	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	TBD	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	16,953	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	74,615	CY	$ 15.00	$ 1,119,000
205	6" Asphalt (Type C)	28,594	Ton	$ 80.00	$ 2,288,000
305	17" Base	55,150	CY	$ 45.00	$ 2,482,000
405	Geogrid	116,789	SY	$ 2.00	$ 234,000
505	10' Concrete Sidewalk	339,065	SF	$ 10.00	$ 3,391,000
605	Machine Laid Curb & Gutter	33,907	LF	$ 18.00	$ 610,000
705	Turn Lanes and Median Openings	12,415	SY	$ 77.00	$ 956,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	17,330	GAL	$ 4.00	$ 69,000
				Paving Construction Cost Subtotal:	**$ 11,149,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 557,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 223,000
√	Roadway Drainage	Standard Internal System	35%	$ 3,902,000
√	Illumination		10%	$ 1,115,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 11,021,200
√	Water	Minor Adjustments	2%	$ 223,000
√	Sewer	Minor Adjustments	2%	$ 223,000
√	Turf and Erosion Control		3%	$ 334,000
√	Landscaping and Irrigation		2%	$ 223,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 17,821,200**

Paving Construction Cost and Allowance Subtotal:		$	28,970,200
Construction Contingency:	15%	$	4,346,000
Mobilization:	10%	$	2,897,000
Prep ROW:	4%	$	1,159,000
Construction Cost Total:		**$**	**37,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 37,400,000
Engineering/Survey/Testing:		16%	$ 5,984,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 459,299
ROW/Easement Acquisition:			$ 1,271,494
		Impact Fee Project Cost Total:	**$ 45,100,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	RM 2243	
Project Label:	D-12	
Service Area:	D, ETJ/Other	
Limits:	CR 175 to HERO WAY	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	TBD	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,502	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	6,612	CY	$ 15.00	$ 99,000
205	6" Asphalt (Type C)	2,534	Ton	$ 80.00	$ 203,000
305	17" Base	4,887	CY	$ 45.00	$ 220,000
405	Geogrid	10,349	SY	$ 2.00	$ 21,000
505	10' Concrete Sidewalk	30,046	SF	$ 10.00	$ 300,000
605	Machine Laid Curb & Gutter	3,005	LF	$ 18.00	$ 54,000
705	Turn Lanes and Median Openings	1,100	SY	$ 77.00	$ 85,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,536	GAL	$ 4.00	$ 6,000
				Paving Construction Cost Subtotal:	**$ 988,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 49,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 20,000
√	Roadway Drainage	Standard Internal System	35%	$ 346,000
√	Illumination		10%	$ 99,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 20,000
√	Sewer	Minor Adjustments	2%	$ 20,000
√	Turf and Erosion Control		3%	$ 30,000
√	Landscaping and Irrigation		2%	$ 20,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 604,000**

Paving Construction Cost and Allowance Subtotal:		$	1,592,000
Construction Contingency:	15%	$	239,000
Mobilization:	10%	$	159,000
Prep ROW:	4%	$	64,000
Construction Cost Total:		**$**	**2,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,100,000
Engineering/Survey/Testing:		16%	$ 336,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 40,701
ROW/Easement Acquisition:			$ 112,674
		Impact Fee Project Cost Total:	**$ 2,600,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Woodview Dr	
Project Label:	D-13	
Service Area:	D,	
Limits:	980' W OF N US 183 to N US 183	**This project consists of the construction of a new two-lane residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	976	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	2,153	CY	$ 15.00	$ 32,000
201	3" Asphalt (Type C)	841	Ton	$ 80.00	$ 67,000
301	10" Base	1,656	CY	$ 45.00	$ 75,000
401	Geogrid	5,963	SY	$ 2.00	$ 12,000
501	6' Concrete Sidewalk	11,709	SF	$ 10.00	$ 117,000
601	Machine Laid Curb & Gutter	1,951	LF	$ 18.00	$ 35,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,019	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 342,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 17,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 7,000
√	Roadway Drainage	Standard Internal System	35%	$ 120,000
√	Illumination		10%	$ 34,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 3,450,300
√	Water	Minor Adjustments	2%	$ 7,000
√	Sewer	Minor Adjustments	2%	$ 7,000
√	Turf and Erosion Control		3%	$ 10,000
√	Landscaping and Irrigation		2%	$ 7,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 3,659,300**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 4,001,300
Construction Contingency:	15%	$ 600,000
Mobilization:	10%	$ 400,000
Prep ROW:	4%	$ 160,000
Construction Cost Total:		**$ 5,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 5,200,000
Engineering/Survey/Testing:		16%	$ 832,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 292,725
		Impact Fee Project Cost Total:	**$ 6,300,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-14	
Service Area:	D,	
Limits:	RONALD REAGAN BLVD to 725' E OF RON.	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	726	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,194	CY	$ 15.00	$ 48,000
205	6" Asphalt (Type C)	1,224	Ton	$ 80.00	$ 98,000
305	17" Base	2,360	CY	$ 45.00	$ 106,000
405	Geogrid	4,999	SY	$ 2.00	$ 10,000
505	10' Concrete Sidewalk	14,512	SF	$ 10.00	$ 145,000
605	Machine Laid Curb & Gutter	1,451	LF	$ 18.00	$ 26,000
705	Turn Lanes and Median Openings	531	SY	$ 77.00	$ 41,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	742	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 477,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 24,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 167,000
√	Illumination		10%	$ 48,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 14,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 293,000**

Paving Construction Cost and Allowance Subtotal:		$ 770,000
Construction Contingency:	15%	$ 116,000
Mobilization:	10%	$ 77,000
Prep ROW:	4%	$ 31,000
Construction Cost Total:		**$ 1,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,000,000
Engineering/Survey/Testing:		16%	$ 160,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 217,681
		Impact Fee Project Cost Total:	**$ 1,400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-15	
Service Area:	D, ETJ/Other	
Limits:	1,405' E OF RONALD REAGAN BLVD to 2,1	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	780	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	3,433	CY	$ 15.00	$ 52,000
205	6" Asphalt (Type C)	1,316	Ton	$ 80.00	$ 105,000
305	17" Base	2,538	CY	$ 45.00	$ 114,000
405	Geogrid	5,374	SY	$ 2.00	$ 11,000
505	10' Concrete Sidewalk	15,602	SF	$ 10.00	$ 156,000
605	Machine Laid Curb & Gutter	1,560	LF	$ 18.00	$ 28,000
705	Turn Lanes and Median Openings	571	SY	$ 77.00	$ 44,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	797	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 513,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 26,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 10,000
√	Roadway Drainage	Standard Internal System	35%	$ 180,000
√	Illumination		10%	$ 51,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 10,000
√	Sewer	Minor Adjustments	2%	$ 10,000
√	Turf and Erosion Control		3%	$ 15,000
√	Landscaping and Irrigation		2%	$ 10,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 312,000**

Paving Construction Cost and Allowance Subtotal:		$ 825,000
Construction Contingency:	15%	$ 124,000
Mobilization:	10%	$ 83,000
Prep ROW:	4%	$ 33,000
Construction Cost Total:		**$ 1,100,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,100,000
Engineering/Survey/Testing:		16%	$ 176,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 234,027
		Impact Fee Project Cost Total:	**$ 1,500,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-16	
Service Area:	D,	
Limits:	2,190' E OF RONALD REAGAN BLVD to 1,6	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	2,299	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	10,118	CY	$ 15.00	$ 152,000
205	6" Asphalt (Type C)	3,877	Ton	$ 80.00	$ 310,000
305	17" Base	7,478	CY	$ 45.00	$ 337,000
405	Geogrid	15,837	SY	$ 2.00	$ 32,000
505	10' Concrete Sidewalk	45,977	SF	$ 10.00	$ 460,000
605	Machine Laid Curb & Gutter	4,598	LF	$ 18.00	$ 83,000
705	Turn Lanes and Median Openings	1,684	SY	$ 77.00	$ 130,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	2,350	GAL	$ 4.00	$ 9,000
				Paving Construction Cost Subtotal:	**$ 1,513,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 76,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 530,000
√	Illumination		10%	$ 151,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 3,328,000
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 45,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 4,250,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 5,763,000
Construction Contingency:	15%	$ 864,000
Mobilization:	10%	$ 576,000
Prep ROW:	4%	$ 231,000
Construction Cost Total:		**$ 7,500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 7,500,000
Engineering/Survey/Testing:		16%	$ 1,200,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 689,658
		Impact Fee Project Cost Total:	**$ 9,400,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-17	
Service Area:	D, ETJ/Other	
Limits:	1,615' W OF CR 175 to 590' W OF CR 175	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,004	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	4,421	CY	$ 15.00	$ 66,000
205	6" Asphalt (Type C)	1,694	Ton	$ 80.00	$ 136,000
305	17" Base	3,267	CY	$ 45.00	$ 147,000
405	Geogrid	6,919	SY	$ 2.00	$ 14,000
505	10' Concrete Sidewalk	20,088	SF	$ 10.00	$ 201,000
605	Machine Laid Curb & Gutter	2,009	LF	$ 18.00	$ 36,000
705	Turn Lanes and Median Openings	736	SY	$ 77.00	$ 57,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,027	GAL	$ 4.00	$ 4,000
				Paving Construction Cost Subtotal:	**$ 661,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 33,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 13,000
√	Roadway Drainage	Standard Internal System	35%	$ 231,000
√	Illumination		10%	$ 66,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 13,000
√	Sewer	Minor Adjustments	2%	$ 13,000
√	Turf and Erosion Control		3%	$ 20,000
√	Landscaping and Irrigation		2%	$ 13,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 402,000**

Paving Construction Cost and Allowance Subtotal:		$	1,063,000
Construction Contingency:	15%	$	159,000
Mobilization:	10%	$	106,000
Prep ROW:	4%	$	43,000
Construction Cost Total:		**$**	**1,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,400,000
Engineering/Survey/Testing:		16%	$ 224,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 301,324
		Impact Fee Project Cost Total:	**$ 1,900,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Crystal Falls Pkwy	
Project Label:	D-18	
Service Area:	D,	
Limits:	1,615' W OF CR 175 to 115' W OF CR 175	**This project consists of the construction of a new four-lane arterial.**
Impact Fee Class:	New 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	426	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	1,873	CY	$ 15.00	$ 28,000
205	6" Asphalt (Type C)	718	Ton	$ 80.00	$ 57,000
305	17" Base	1,384	CY	$ 45.00	$ 62,000
405	Geogrid	2,932	SY	$ 2.00	$ 6,000
505	10' Concrete Sidewalk	8,512	SF	$ 10.00	$ 85,000
605	Machine Laid Curb & Gutter	851	LF	$ 18.00	$ 15,000
705	Turn Lanes and Median Openings	312	SY	$ 77.00	$ 24,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	435	GAL	$ 4.00	$ 2,000
				Paving Construction Cost Subtotal:	**$ 279,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 14,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 6,000
√	Roadway Drainage	Standard Internal System	35%	$ 98,000
√	Illumination		10%	$ 28,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 6,000
√	Sewer	Minor Adjustments	2%	$ 6,000
√	Turf and Erosion Control		3%	$ 8,000
√	Landscaping and Irrigation		2%	$ 6,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 172,000**

Paving Construction Cost and Allowance Subtotal:		$	451,000
Construction Contingency:	15%	$	68,000
Mobilization:	10%	$	45,000
Prep ROW:	4%	$	18,000
Construction Cost Total:		**$**	**600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 600,000
Engineering/Survey/Testing:		16%	$ 96,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 127,677
		Impact Fee Project Cost Total:	**$ 800,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	
Project Label:	D-19	
Service Area:	D,	
Limits:	RONALD REAGAN BLVD to 4,025' E OF RO	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	4,022	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	17,703	CY	$ 15.00	$ 266,000
205	6" Asphalt (Type C)	6,784	Ton	$ 80.00	$ 543,000
305	17" Base	13,085	CY	$ 45.00	$ 589,000
405	Geogrid	27,709	SY	$ 2.00	$ 55,000
505	10' Concrete Sidewalk	80,445	SF	$ 10.00	$ 804,000
605	Machine Laid Curb & Gutter	8,044	LF	$ 18.00	$ 145,000
705	Turn Lanes and Median Openings	2,946	SY	$ 77.00	$ 227,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	4,112	GAL	$ 4.00	$ 16,000
				Paving Construction Cost Subtotal:	**$ 2,645,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 132,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 53,000
√	Roadway Drainage	Standard Internal System	35%	$ 926,000
√	Illumination		10%	$ 265,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 53,000
√	Sewer	Minor Adjustments	2%	$ 53,000
√	Turf and Erosion Control		3%	$ 79,000
√	Landscaping and Irrigation		2%	$ 53,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,614,000**

Paving Construction Cost and Allowance Subtotal:		$ 4,259,000
Construction Contingency:	15%	$ 639,000
Mobilization:	10%	$ 426,000
Prep ROW:	4%	$ 170,000
Construction Cost Total:		**$ 5,500,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 5,500,000
Engineering/Survey/Testing:		16%	$ 880,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 301,668
		Impact Fee Project Cost Total:	**$ 6,700,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	
Project Label:	D-20	
Service Area:	D, ETJ/Other	
Limits:	4,025' E OF RONALD REAGAN BLVD to 4,7(	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	661	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,908	CY	$ 15.00	$ 44,000
205	6" Asphalt (Type C)	1,115	Ton	$ 80.00	$ 89,000
305	17" Base	2,150	CY	$ 45.00	$ 97,000
405	Geogrid	4,552	SY	$ 2.00	$ 9,000
505	10' Concrete Sidewalk	13,216	SF	$ 10.00	$ 132,000
605	Machine Laid Curb & Gutter	1,322	LF	$ 18.00	$ 24,000
705	Turn Lanes and Median Openings	484	SY	$ 77.00	$ 37,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	675	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 435,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 22,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 9,000
√	Roadway Drainage	Standard Internal System	35%	$ 152,000
√	Illumination		10%	$ 44,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 1,526,400
√	Water	Minor Adjustments	2%	$ 9,000
√	Sewer	Minor Adjustments	2%	$ 9,000
√	Turf and Erosion Control		3%	$ 13,000
√	Landscaping and Irrigation		2%	$ 9,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 1,793,400**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 2,228,400
Construction Contingency:	15%	$ 334,000
Mobilization:	10%	$ 223,000
Prep ROW:	4%	$ 89,000
Construction Cost Total:		**$ 2,900,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,900,000
Engineering/Survey/Testing:		16%	$ 464,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 49,561
		Impact Fee Project Cost Total:	**$ 3,400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	
Project Label:	D-20	
Service Area:	D, ETJ/Other	
Limits:	4,025' E OF RONALD REAGAN BLVD to 4,7(	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	661	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	2,908	CY	$ 15.00	$ 44,000
205	6" Asphalt (Type C)	1,115	Ton	$ 80.00	$ 89,000
305	17" Base	2,150	CY	$ 45.00	$ 97,000
405	Geogrid	4,552	SY	$ 2.00	$ 9,000
505	10' Concrete Sidewalk	13,216	SF	$ 10.00	$ 132,000
605	Machine Laid Curb & Gutter	1,322	LF	$ 18.00	$ 24,000
705	Turn Lanes and Median Openings	484	SY	$ 77.00	$ 37,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	675	GAL	$ 4.00	$ 3,000
				Paving Construction Cost Subtotal:	**$ 435,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 22,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 9,000
√	Roadway Drainage	Standard Internal System	35%	$ 152,000
√	Illumination		10%	$ 44,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 9,000
√	Sewer	Minor Adjustments	2%	$ 9,000
√	Turf and Erosion Control		3%	$ 13,000
√	Landscaping and Irrigation		2%	$ 9,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 267,000**

Paving Construction Cost and Allowance Subtotal:		$ 702,000
Construction Contingency:	15%	$ 105,000
Mobilization:	10%	$ 70,000
Prep ROW:	4%	$ 28,000
Construction Cost Total:		**$ 1,000,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 1,000,000
Engineering/Survey/Testing:		16%	$ 160,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 49,561
		Impact Fee Project Cost Total:	**$ 1,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	
Project Label:	D-21	
Service Area:	D,	
Limits:	4,700' E OF RONALD REAGAN BLVD to 5,0	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	279	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	1,228	CY	$ 15.00	$ 18,000
205	6" Asphalt (Type C)	470	Ton	$ 80.00	$ 38,000
305	17" Base	907	CY	$ 45.00	$ 41,000
405	Geogrid	1,922	SY	$ 2.00	$ 4,000
505	10' Concrete Sidewalk	5,579	SF	$ 10.00	$ 56,000
605	Machine Laid Curb & Gutter	558	LF	$ 18.00	$ 10,000
705	Turn Lanes and Median Openings	204	SY	$ 77.00	$ 16,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	285	GAL	$ 4.00	$ 1,000
				Paving Construction Cost Subtotal:	**$ 184,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 9,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 4,000
√	Roadway Drainage	Standard Internal System	35%	$ 64,000
√	Illumination		10%	$ 18,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 4,000
√	Sewer	Minor Adjustments	2%	$ 4,000
√	Turf and Erosion Control		3%	$ 6,000
√	Landscaping and Irrigation		2%	$ 4,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 113,000**

Paving Construction Cost and Allowance Subtotal:		$ 297,000
Construction Contingency:	15%	$ 45,000
Mobilization:	10%	$ 30,000
Prep ROW:	4%	$ 12,000
Construction Cost Total:		**$ 400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 400,000
Engineering/Survey/Testing:		16%	$ 64,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 20,921
		Impact Fee Project Cost Total:	**$ 500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Journey Pkwy	
Project Label:	D-23	
Service Area:	D,	
Limits:	1,875' W OF CR 175 to CR 175	**This project consists of the reconstruction of the existing pavement to a four-lane arterial.**
Impact Fee Class:	Widen 4-Lane Arterial	
Cross-Section:	4D	
Roadway Class:	Arterial 4-Lane	
Length (Feet):	1,860	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
105	Unclassified Street Excavation	8,187	CY	$ 15.00	$ 123,000
205	6" Asphalt (Type C)	3,138	Ton	$ 80.00	$ 251,000
305	17" Base	6,051	CY	$ 45.00	$ 272,000
405	Geogrid	12,815	SY	$ 2.00	$ 26,000
505	10' Concrete Sidewalk	37,205	SF	$ 10.00	$ 372,000
605	Machine Laid Curb & Gutter	3,720	LF	$ 18.00	$ 67,000
705	Turn Lanes and Median Openings	1,362	SY	$ 77.00	$ 105,000
805	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,902	GAL	$ 4.00	$ 8,000
				Paving Construction Cost Subtotal:	**$ 1,224,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 61,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 24,000
√	Roadway Drainage	Standard Internal System	35%	$ 428,000
√	Illumination		10%	$ 122,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 24,000
√	Sewer	Minor Adjustments	2%	$ 24,000
√	Turf and Erosion Control		3%	$ 37,000
√	Landscaping and Irrigation		2%	$ 24,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 744,000**

Paving Construction Cost and Allowance Subtotal:		$	1,968,000
Construction Contingency:	15%	$	295,000
Mobilization:	10%	$	197,000
Prep ROW:	4%	$	79,000
Construction Cost Total:		**$**	**2,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,600,000
Engineering/Survey/Testing:		16%	$ 416,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 139,517
		Impact Fee Project Cost Total:	**$ 3,200,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Ronald Reagan Blvd	
Project Label:	D-24	
Service Area:	D,	
Limits:	RM 2243 to Southern City Limits	**This project consists of the reconstruction of the existing pavement to an access-managed facility.**
Impact Fee Class:	Access Management	
Cross-Section:	6D	
Roadway Class:	Access Controlled	
Length (Feet):	13,495	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	18,326	CY	$ 15.00	$ 275,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	26,990	LF	$ 18.00	$ 486,000
708	Turn Lanes and Median Openings	9,883	SY	$ 77.00	$ 761,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,522,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 76,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 30,000
√	Roadway Drainage	Standard Internal System	35%	$ 533,000
√	Illumination		10%	$ 152,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 30,000
√	Sewer	Minor Adjustments	2%	$ 30,000
√	Turf and Erosion Control		3%	$ 46,000
√	Landscaping and Irrigation		2%	$ 30,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 927,000**

Paving Construction Cost and Allowance Subtotal:		$	2,449,000
Construction Contingency:	15%	$	367,000
Mobilization:	10%	$	245,000
Prep ROW:	4%	$	98,000
Construction Cost Total:		**$**	**3,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,200,000
Engineering/Survey/Testing:		16%	$ 512,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 500,000
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 4,200,000**

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City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	
Project Label:	C-9, D-25	
Service Area:	C, D	
Limits:	HERO WAY to 195' S OF OSAGE DR	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	14,989	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	20,355	CY	$ 15.00	$ 305,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	29,978	LF	$ 18.00	$ 540,000
708	Turn Lanes and Median Openings	10,977	SY	$ 77.00	$ 845,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,690,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 85,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 34,000
√	Roadway Drainage	Standard Internal System	35%	$ 592,000
√	Illumination		10%	$ 169,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 34,000
√	Sewer	Minor Adjustments	2%	$ 34,000
√	Turf and Erosion Control		3%	$ 51,000
√	Landscaping and Irrigation		2%	$ 34,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 1,033,000**

Paving Construction Cost and Allowance Subtotal:		$	2,723,000
Construction Contingency:	15%	$	408,000
Mobilization:	10%	$	272,000
Prep ROW:	4%	$	109,000
Construction Cost Total:		**$**	**3,600,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 3,600,000
Engineering/Survey/Testing:		16%	$ 576,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 312,811
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 4,500,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	N East St	
Project Label:	D-26	
Service Area:	D,	
Limits:	Hero Way to E South St	**This project consists of the reconstruction of the existing pavement to a two-lane residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	1,583	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	3,494	CY	$ 15.00	$ 52,000
201	3" Asphalt (Type C)	1,364	Ton	$ 80.00	$ 109,000
301	10" Base	2,687	CY	$ 45.00	$ 121,000
401	Geogrid	9,675	SY	$ 2.00	$ 19,000
501	6' Concrete Sidewalk	18,998	SF	$ 10.00	$ 190,000
601	Machine Laid Curb & Gutter	3,166	LF	$ 18.00	$ 57,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,653	GAL	$ 4.00	$ 7,000
				Paving Construction Cost Subtotal:	**$ 555,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 28,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 11,000
√	Roadway Drainage	Standard Internal System	35%	$ 194,000
√	Illumination		10%	$ 56,000
√	Special Drainage Structures	Bridge Crossing	0%	$ 775,000
√	Water	Minor Adjustments	2%	$ 11,000
√	Sewer	Minor Adjustments	2%	$ 11,000
√	Turf and Erosion Control		3%	$ 17,000
√	Landscaping and Irrigation		2%	$ 11,000
	Miscellaneous		0%	$ -
			Allowance Subtotal:	**$ 1,114,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 1,669,000
Construction Contingency:	15%	$ 250,000
Mobilization:	10%	$ 167,000
Prep ROW:	4%	$ 67,000
Construction Cost Total:		**$ 2,200,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,200,000
Engineering/Survey/Testing:		16%	$ 352,000
Previous City Contribution:	2018-GO Bond; 2016-CO Bond; 2015-CO Bond		$ 580,852
Other:			$ -
ROW/Easement Acquisition:			$ 118,735

Impact Fee Project Cost Total: $ 3,280,852

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	N East St	
Project Label:	D-27	
Service Area:	D,	
Limits:	E Evans St to E South St	**This project consists of the reconstruction of the existing pavement to a two-lane residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	2U	
Roadway Class:	Residential Collector	
Length (Feet):	1,111	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
101	Unclassified Street Excavation	2,451	CY	$ 15.00	$ 37,000
201	3" Asphalt (Type C)	957	Ton	$ 80.00	$ 77,000
301	10" Base	1,885	CY	$ 45.00	$ 85,000
401	Geogrid	6,788	SY	$ 2.00	$ 14,000
501	6' Concrete Sidewalk	13,329	SF	$ 10.00	$ 133,000
601	Machine Laid Curb & Gutter	2,221	LF	$ 18.00	$ 40,000
701	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
801	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,160	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 391,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 20,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 8,000
√	Roadway Drainage	Standard Internal System	35%	$ 137,000
√	Illumination		10%	$ 39,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 8,000
√	Sewer	Minor Adjustments	2%	$ 8,000
√	Turf and Erosion Control		3%	$ 12,000
√	Landscaping and Irrigation		2%	$ 8,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 240,000**

Paving Construction Cost and Allowance Subtotal:		$ 631,000
Construction Contingency:	15%	$ 95,000
Mobilization:	10%	$ 63,000
Prep ROW:	4%	$ 25,000
Construction Cost Total:		**$ 900,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 900,000
Engineering/Survey/Testing:		16%	$ 144,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 83,304
		Impact Fee Project Cost Total:	**$ 1,100,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Woodview Dr	
Project Label:	D-28	
Service Area:	D,	
Limits:	US 183A to Raider Way	**This project consists of the reconstruction of the existing pavement to a two-lane residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	4U	
Roadway Class:	Residential Collector	
Length (Feet):	1,996	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ -
Engineering/Survey/Testing:			$ -
Previous City Contribution:	2018-GO Bond; 2016-GO & RF Bond		$ 4,909,533
Other:			$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: $ 4,909,533

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 3/14/2022

Project Information:		Description:
Name:	Raider Way	
Project Label:	D-29	
Service Area:	D,	
Limits:	Woodview Dr to Crystal Falls Pkwy	**This project consists of the reconstruction of the existing pavement to a three-lane non-residential collector.**
Impact Fee Class:	Widen Collector	
Cross-Section:	4U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,809	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ -
Engineering/Survey/Testing:			$ -
Previous City Contribution:	2018-GO Bond; 2016-GO & RF Bond		$ 4,909,533
Other:			$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: $ 4,909,533

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Hero Way ROW	
Project Label:	B-17, D-30	
Service Area:	B, D	**This project includes the City of Leander's anticipated contribution towards ROW purchases for the Hero Way project led by Williamson County and TxDOT.**
Limits:	US 183 to RM 2243	
Impact Fee Class:	New 3-Lane Frontage	
Cross-Section:	3U	
Roadway Class:	Access Controlled	
Length (Feet):	12,372	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:			
Other:			
ROW/Easement Acquisition:			$ 13,900,000

Impact Fee Project Cost Total: $ 13,900,000

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

Capital Improvement Plan for Roadway Impact Fees

Summary of Conceptual Level Project Cost Projections

Last Modified: 3/14/2022

Street Improvements - Service Area E

Project #	Street Name	Project Limits	Ultimate Roadway Class	Impact Fee Class	Project Source	Percent in Service Area	Project Cost	Total Cost in Service Area
A-9, E-1	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	Arterial 6-Lane	Access Management	TMP	50%	$ 3,400,000	$ 1,700,000
E-2	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	Arterial 6-Lane	Widen 6-Lane Arterial (2/3)	TMP	100%	$ 3,000,000	$ 3,000,000
E-3	Metro Dr	From Leander Dr To Mel Mathis Ave	Non-Residential Collector	New Collector	2018-GO & RF Bond	100%	$ 4,661,885	$ 4,661,885
E-4	College Way	From Main Street To US 183A	Non-Residential Collector	New Collector	CIP	100%	$ 1,600,000	$ 1,600,000
E-5	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	Non-Residential Collector	New Collector	CIP	100%	$ 1,800,000	$ 1,800,000
						Total	**$ 14,461,885**	**$ 12,761,885**

Signal Installation and Intersection Improvements - Service Area E

Project #	Project Source	Intersection	Project Type	Percent in Service Area	Project Cost	Total Cost in Service Area
ACDEI-1	TMP - ICE	Hero Way and US 183	Other Capacity	25%	$ 298,750	$ 74,688
ABCDEI-2	TMP	City of Leander Signal Upgrades	ITS Upgrades	20%	$ 2,000,000	$ 400,000
				Total	**$ 2,298,750**	**$ 474,688**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Project Source and Impact Fee Class Definitions

Project Source

Transportation Master Plan- Projects identified in the 2021 Transportation Master Plan

Bond Projects - Projects identified in the previous transportation bonds with auto capacity related improvements and outstanding debt

2021 Five-Year CIP - Projects identified in the five-year CIP, but not included in the Transportation Master Plan

Intersection Newly Identified- Intersection improvements identified during the development of the RIF CIP

Roadway Newly Identified- Roadway improvements identified during the development of the RIF CIP

Impact Fee Class

New - Either a new street connection or new intersection where a signal is recommended

Existing - Existing segments with capacity related improvements

Widening - Widening of an existing street to add pavement outside the existing curbs

Access Management - Converting a two-way left-turn lane to a median

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	US 183	
Project Label:	A-9, E-1	
Service Area:	A, E	
Limits:	3,425' N OF S GABRIEL DR to HERO WAY	**This project consists of the reconstruction of the existing roadway to an access-managed six-lane arterial.**
Impact Fee Class:	Access Management	
Cross-Section:	TBD	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	8,969	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
108	Unclassified Street Excavation	12,181	CY	$ 15.00	$ 183,000
208	Asphalt (Type C)	0	Ton	$ 80.00	$ -
308	Base	0	CY	$ 45.00	$ -
408	Geogrid	0	SY	$ 2.00	$ -
508	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
608	Machine Laid Curb & Gutter	17,939	LF	$ 18.00	$ 323,000
708	Turn Lanes and Median Openings	6,568	SY	$ 77.00	$ 506,000
808	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	0	GAL	$ 4.00	$ -
				Paving Construction Cost Subtotal:	**$ 1,012,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 51,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 20,000
√	Roadway Drainage	Standard Internal System	35%	$ 354,000
√	Illumination		10%	$ 101,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 20,000
√	Sewer	Minor Adjustments	2%	$ 20,000
√	Turf and Erosion Control		3%	$ 30,000
√	Landscaping and Irrigation		2%	$ 20,000
√	Miscellaneous	Railroad Crossing		$ 500,000
			Allowance Subtotal:	**$ 1,116,000**

*Allowances are based on percent of paving construction cost subtotal

Paving Construction Cost and Allowance Subtotal:		$ 2,128,000
Construction Contingency:	15%	$ 319,000
Mobilization:	10%	$ 213,000
Prep ROW:	4%	$ 85,000
Construction Cost Total:		**$ 2,800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,800,000
Engineering/Survey/Testing:		16%	$ 448,000
Previous City Contribution:			$ -
Other:	Corridor Study		$ 187,189
ROW/Easement Acquisition:			$ -
		Impact Fee Project Cost Total:	**$ 3,400,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	San Gabriel Pkwy	
Project Label:	E-2	
Service Area:	E,	
Limits:	N US 183 to 183A TOLL RD	**This project consists of the reconstruction of the**
Impact Fee Class:	Widen 6-Lane Arterial (2/3)	**existing pavement to two thirds of a six-lane arterial.**
Cross-Section:	6D	
Roadway Class:	Arterial 6-Lane	
Length (Feet):	2,384	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
107	Unclassified Street Excavation	5,247	CY	$ 15.00	$ 79,000
207	6" Asphalt (Type C)	2,011	Ton	$ 80.00	$ 161,000
307	21" Base	3,878	CY	$ 45.00	$ 175,000
407	Geogrid	8,213	SY	$ 2.00	$ 16,000
507	10' Concrete Sidewalk	47,690	SF	$ 10.00	$ 477,000
607	Machine Laid Curb & Gutter	4,769	LF	$ 18.00	$ 86,000
707	Turn Lanes and Median Openings	1,746	SY	$ 77.00	$ 134,000
807	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,219	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 1,133,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	Construction Phase Traffic Control	5%	$ 57,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 23,000
√	Roadway Drainage	Standard Internal System	35%	$ 397,000
√	Illumination		10%	$ 113,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 23,000
√	Sewer	Minor Adjustments	2%	$ 23,000
√	Turf and Erosion Control		3%	$ 34,000
√	Landscaping and Irrigation		2%	$ 23,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 693,000**

Paving Construction Cost and Allowance Subtotal:		$	1,826,000
Construction Contingency:	15%	$	274,000
Mobilization:	10%	$	183,000
Prep ROW:	4%	$	73,000
Construction Cost Total:		**$**	**2,400,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 2,400,000
Engineering/Survey/Testing:		16%	$ 384,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 178,837
		Impact Fee Project Cost Total:	**$ 3,000,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Updated: 3/14/2022

Project Information:		Description:
Name:	Metro Dr	
Project Label:	E-3	
Service Area:	E,	
Limits:	Leander Dr to Mel Mathis Ave	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	2U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	974	

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			
Engineering/Survey/Testing:			
Previous City Contribution:	2016-GO & RF Bond		$ 4,661,885
Other:			$ -
ROW/Easement Acquisition:			

Impact Fee Project Cost Total: $ 4,661,885

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	College Way	
Project Label:	E-4	
Service Area:	E,	
Limits:	Main Street to US 183A	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,164	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	3,954	CY	$ 15.00	$ 59,000
202	4" Asphalt (Type C)	1,516	Ton	$ 80.00	$ 121,000
302	13" Base	3,206	CY	$ 45.00	$ 144,000
402	Geogrid	7,814	SY	$ 2.00	$ 16,000
502	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
602	Machine Laid Curb & Gutter	0	LF	$ 18.00	$ -
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,346	GAL	$ 4.00	$ 5,000
				Paving Construction Cost Subtotal:	**$ 345,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 17,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 7,000
√	Roadway Drainage	Standard Internal System	35%	$ 121,000
√	Illumination		10%	$ 35,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 7,000
√	Sewer	Minor Adjustments	2%	$ 7,000
√	Turf and Erosion Control		3%	$ 10,000
√	Landscaping and Irrigation		2%	$ 7,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 211,000**

Paving Construction Cost and Allowance Subtotal:		$ 556,000
Construction Contingency:	15%	$ 83,000
Mobilization:	10%	$ 56,000
Prep ROW:	4%	$ 22,000
Construction Cost Total:		**$ 800,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 800,000
Engineering/Survey/Testing:		16%	$ 128,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 649,129
		Impact Fee Project Cost Total:	**$ 1,600,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander
2022 Roadway Impact Fee Study
Conceptual Level Project Cost Projection

Kimley»Horn

Updated: 3/14/2022

Project Information:		Description:
Name:	Main Street	
Project Label:	E-5	
Service Area:	E,	
Limits:	San Gabriel Pkwy to 1575' N of Hero Way	**This project consists of the construction of a new three-lane non-residential collector.**
Impact Fee Class:	New Collector	
Cross-Section:	3U	
Roadway Class:	Non-Residential Collector	
Length (Feet):	2,563	

Roadway Construction Cost Projection

Paving Construction Costs

No.	Item Description	Quantity	Unit	Unit Price	Item Cost
102	Unclassified Street Excavation	4,683	CY	$ 15.00	$ 70,000
202	4" Asphalt (Type C)	1,796	Ton	$ 80.00	$ 144,000
302	13" Base	3,797	CY	$ 45.00	$ 171,000
402	Geogrid	9,255	SY	$ 2.00	$ 19,000
502	6' Concrete Sidewalk	0	SF	$ 10.00	$ -
602	Machine Laid Curb & Gutter	0	LF	$ 18.00	$ -
702	Turn Lanes and Median Openings	0	SY	$ 75.00	$ -
802	Surface Treatment (0.2 gal/sy,Prime Coat AE-P)	1,595	GAL	$ 4.00	$ 6,000
				Paving Construction Cost Subtotal:	**$ 410,000**

Major Construction Component Allowances*

	Item Description	Notes	Allowance	Item Cost
√	Traffic Control	None Anticipated	5%	$ 21,000
√	Pavement Markings/Signs/Posts	Includes Striping/Signs for Shared Paths	2%	$ 8,000
√	Roadway Drainage	Standard Internal System	35%	$ 144,000
√	Illumination		10%	$ 41,000
	Special Drainage Structures	None Anticipated	0%	$ -
√	Water	Minor Adjustments	2%	$ 8,000
√	Sewer	Minor Adjustments	2%	$ 8,000
√	Turf and Erosion Control		3%	$ 12,000
√	Landscaping and Irrigation		2%	$ 8,000
	Miscellaneous		0%	$ -
*Allowances are based on percent of paving construction cost subtotal			**Allowance Subtotal:**	**$ 250,000**

Paving Construction Cost and Allowance Subtotal:		$ 660,000
Construction Contingency:	15%	$ 99,000
Mobilization:	10%	$ 66,000
Prep ROW:	4%	$ 26,000
Construction Cost Total:		**$ 900,000**

Impact Fee Project Cost Summary

Item Description	Notes:	Allowance	Item Cost
Construction:			$ 900,000
Engineering/Survey/Testing:		16%	$ 144,000
Previous City Contribution:			$ -
Other:			$ -
ROW/Easement Acquisition:			$ 768,843
		Impact Fee Project Cost Total:	**$ 1,800,000**

Note: These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Appendix B – Roadway Impact Fee CIP Service Units of Supply

City of Leander - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area A

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total[1]	Veh-Mi Total Demand Pk-Hr[2]	Excess Capacity Pk-Hr Veh-Mi[3]	Total Project Cost	Total Project Cost in Service Area
A-1	Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	0.66	4	New 4-Lane Arterial	New	50%	840	1,116	0	1,116	$ 6,600,000	$ 3,300,000
A-2	Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	1.03	4	New 4-Lane Arterial	New	100%	840	3460	0	3,460	$ 10,300,000	$ 10,300,000
A-3	Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	0.20	4	New 4-Lane Arterial	New	50%	840	338	0	338	$ 2,100,000	$ 1,050,000
A-4	Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	0.09	4	New 4-Lane Arterial	New	100%	840	319	0	319	$ 1,000,000	$ 1,000,000
A-5	Bagdad Rd	From 1300' N OF CR 281 To CR 281	0.26	4	Access Management	916	50%	840	433	118	315	$ 500,000	$ 250,000
A-6	Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	2.41	4	Access Management	916	100%	840	8100	2208	5,892	$ 9,364,238	$ 9,364,238
A-7	Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	0.11	4	Access Management	824	50%	840	177	43	134	$ 274,724	$ 137,362
A-8	Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	1.41	4	Access Management	1268	100%	840	4742	1790	2,952	$ 7,864,238	$ 7,864,238
A-9, E-1	US 183	From US 183A To HERO WAY	1.70	4	Access Management	1780	50%	840	2854	1512	1,342	$ 3,400,000	$ 1,700,000
A-10	CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	0.43	2	New Collector	New	100%	760	654	0	654	$ 2,700,000	$ 2,700,000
A-11	CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	0.40	2	New Collector	New	100%	760	600	0	600	$ 2,500,000	$ 2,500,000
A-12	Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	0.32	2	Widen Collector	106	100%	760	483	34	449	$ 2,000,000	$ 2,000,000
A-13	Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	0.16	2	Widen Collector	106	50%	760	120	8	112	$ 1,000,000	$ 500,000
A-14	Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	0.09	2	Widen Collector	106	100%	760	134	9	125	$ 600,000	$ 600,000
A-15	San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	0.34	2	New 6-Lane Arterial (1/3)	New	50%	840	287	0	287	$ 2,600,000	$ 1,300,000
A-16	San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	0.76	2	New 6-Lane Arterial (1/3)	New	100%	840	1273	0	1,273	$ 5,800,000	$ 5,800,000
A-17	San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	0.24	2	New 6-Lane Arterial (1/3)	New	50%	840	203	0	203	$ 1,900,000	$ 950,000
A-18	San Gabriel Pkwy	From BAGDAD RD To N US 183	1.46	4	Widen 6-Lane Arterial (2/3)	1348	100%	840	4911	1970	2,941	$ 9,500,000	$ 9,500,000
A-19	Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	0.21	4	Widen 4-Lane Arterial	420	50%	840	352	44	308	$ 1,900,000	$ 950,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	4	Widen 4-Lane Arterial	338	50%	840	1817	183	1,634	$ 11,100,000	$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	2.51	4	Access Management	2250	50%	840	4223	2828	1,395	$ 22,757,707	$ 11,378,854
A-22	Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	1.37	2	New Collector	New	100%	760	2075	0	2,075	$ 9,900,000	$ 9,900,000
A-23	Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	0.42	2	New Collector	New	50%	760	322	0	322	$ 3,100,000	$ 1,550,000
A-24	Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	0.33	2	Widen Collector	52	100%	760	496	17	479	$ 2,000,000	$ 2,000,000
							Total	**19,520**	**39,489**	**10,764**	**28,725**	**$ 120,760,907**	**$ 92,144,691**

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	US 183 and Hero Way	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
				Total	**$ 2,298,750**	**$ 474,688**

2022 Roadway Impact Fee Study Cost per Service Area: $ 23,000

Total Cost in Service Area A: $ 92,642,379

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area B

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total[1]	Veh-Mi Total Demand Pk-Hr[2]	Excess Capacity Pk-Hr Veh-Mi[3]	Total Project Cost	Total Project Cost in Service Area
B-1	Kaufmann Loop	From SH 29 To 875' SW OF SH 29	0.17	2	New 4-Lane Arterial (1/2)	New	100%	840	280	0	280	$ 1,800,000	$ 1,800,000
B-2	CR 270	From N US 183 To 965' E OF N US 183	0.20	2	Widen Substandard	458	100%	760	309	93	216	$ 1,200,000	$ 1,200,000
B-3	CR 270	From 825' S OF ORCHARD DR To PVT RD 918	0.65	2	Widen Substandard	458	50%	760	493	149	344	$ 4,000,000	$ 2,000,000
B-4	CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	0.29	2	Widen Substandard	458	50%	760	223	67	156	$ 1,900,000	$ 950,000
B-5	CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	0.05	2	Widen Substandard	458	100%	760	75	23	52	$ 400,000	$ 400,000
B-6	CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	0.04	2	Widen Substandard	396	50%	760	30	8	22	$ 200,000	$ 100,000
B-7	CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	0.05	2	Widen Substandard	396	100%	760	72	19	53	$ 400,000	$ 400,000
B-8	CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	0.15	2	Widen Substandard	396	50%	760	116	30	86	$ 1,000,000	$ 500,000
B-9	CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	0.08	2	Widen Substandard	396	100%	760	121	32	89	$ 500,000	$ 500,000
B-10	CR 270	From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	0.08	2	Widen Substandard	396	50%	760	61	16	45	$ 500,000	$ 250,000
B-11	CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	0.22	2	Widen Substandard	396	100%	760	331	86	245	$ 1,400,000	$ 1,400,000
B-12	CR 270	From 405' N OF HERO WAY To HERO WAY	0.08	2	Widen Substandard	396	100%	760	116	30	86	$ 500,000	$ 500,000
B-13	Raider Way	From SAN GABRIEL PKWY To HERO WAY	0.68	2	New Collector	New	100%	760	1035	0	1,035	$ 5,000,000	$ 5,000,000
B-14	San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	0.27	2	New 4-Lane Arterial (1/2)	36	50%	840	225	5	220	$ 2,700,000	$ 1,350,000
B-15	San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	0.31	2	New 4-Lane Arterial (1/2)	New	100%	840	526	0	526	$ 3,200,000	$ 3,200,000
B-16	San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	0.17	4	Widen 4-Lane Arterial	New	100%	840	557	0	557	$ 1,500,000	$ 1,500,000
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	2.34	3	New 3-Lane Frontage	394	50%	760	2671	462	2,209	$ 13,900,000	$ 6,950,000
							Total	**13,240**	**7,241**	**1,019**	**6,222**	**$ 40,100,000**	**$ 28,000,000**

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
BI-1	Signal	San Gabriel Pkwy and Ronald Reagan Blvd	TMP	100%	$ 400,000	$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	CIP	50%	$ 400,000	$ 200,000
				Total	**$ 2,800,000**	**$ 1,000,000**

2022 Roadway Impact Fee Study Cost per Service Area: $ 23,000

Total Cost in Service Area B: $ 29,023,000

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area C

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total[1]	Veh-Mi Total Demand Pk-Hr[2]	Excess Capacity Pk-Hr Veh-Mi[3]	Total Project Cost	Total Project Cost in Service Area
C-1	Nameless Rd	From TRAVISSO PKWY To 2,475' NW OF RM 1431	1.06	4	Widen 4-Lane Arterial	418	50%	840	1,778	221	1,557	$ 9,400,000	$ 4,700,000
C-2	Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	0.55	2	Widen 4-Lane Arterial (1/2)	766	100%	840	932	425	507	$ 5,000,000	$ 5,000,000
C-3	Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	0.64	2	Widen 4-Lane Arterial (1/2)	776	50%	840	539	249	290	$ 5,700,000	$ 2,850,000
C-4	Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	0.15	2	Widen 4-Lane Arterial (1/2)	776	100%	840	250	116	134	$ 1,300,000	$ 1,300,000
C-5	Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	0.49	4	Access Management	1436	100%	840	1630	697	933	$ 800,000	$ 800,000
C-6	Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	0.02	4	Access Management	1436	50%	840	30	13	17	$ 100,000	$ 50,000
C-7	Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	2.67	4	Access Management	1848	100%	840	8977	4937	4,040	$ 3,900,000	$ 3,900,000
C-8	S West Dr	From W SOUTH ST To 870' N OF SONNY DR	0.53	2	Widen Collector	664	100%	760	813	355	458	$ 3,200,000	$ 3,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	4	Access Management	2940	50%	840	4769	4173	596	$ 4,500,000	$ 2,250,000
C-10	W South St	From WEST DR To US 183	0.19	2	Widen Substandard	460	100%	760	291	88	203	$ 1,200,000	$ 1,200,000
C-11	Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	0.37	4	Access Management	1576	100%	840	1259	591	668	$ 500,000	$ 500,000
C-12	Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	2.50	4	Access Management	434	100%	840	8396	1085	7,311	$ 500,000	$ 500,000
A-20, C-13	Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	1.08	4	Widen 4-Lane Arterial	338	50%	840	1817	183	1,634	$ 11,100,000	$ 5,550,000
A-21, C-14	Hero Way	From LAKELINE BLVD To US 183	2.51	4	Access Management	2250	50%	840	4223	2828	1,395	$ 22,757,707	$ 11,378,854
C-15	Municipal Dr	From Nothern Hills To S West Dr	0.56	2	Widen Collector	36	100%	760	858	20	838	$ 2,494,024	$ 2,494,024
							Total	**12,360**	**36,562**	**15,980**	**20,582**	**$ 72,451,731**	**$ 45,672,878**

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	$ 355,000	$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	$ 194,000	$ 97,000
CI-1	Other Capacity	Crystal Falls Pkwy and Lakeline Blvd	TMP - ICE	100%	$ 472,250	$ 472,250
CI-4	Roundabout	W South St and West Dr	2018-GO Bond	100%	$ 1,200,000	$ 1,200,000
CI-5	Signal	E Crystal Falls Pkwy and S West St	TMP	100%	$ 400,000	$ 400,000
CI-6	Signal	Sonny Dr and Lakeline Blvd	TMP	100%	$ 400,000	$ 400,000
CI-7	Signal	Sonny Dr and Bagdad Rd	TMP	100%	$ 400,000	$ 400,000
CI-8	Other Capacity	RM 1431 and Travisso Pkwy	TMP	20%	$ 400,000	$ 80,000
				Total	**$ 6,120,000**	**$ 3,701,438**

2022 Roadway Impact Fee Study Cost per Service Area: $ 23,000

Total Cost in Service Area C: $ 49,397,316

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

City of Leander - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area D

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total[1]	Veh-Mi Total Demand Pk-Hr[2]	Excess Capacity Pk-Hr Veh-Mi[3]	Total Project Cost	Total Project Cost in Service Area
D-1	Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	0.88	2	Widen Substandard	92	100%	760	1,340	81	1,259	$ 5,300,000	$ 5,300,000
D-2	Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	1.54	2	Widen Collector	372	100%	760	2343	573	1,770	$ 14,300,000	$ 14,300,000
D-3	Raider Way	From HERO WAY To RM 2243	0.64	2	New Collector	New	100%	760	977	0	977	$ 4,700,000	$ 4,700,000
D-4	Raider Way	From RM 2243 To 1,235' S OF RM 2243	0.25	2	New Collector	New	100%	760	381	0	381	$ 3,200,000	$ 3,200,000
D-5	CR 175	From RM 2243 To 1,265' SE OF RM 2243	0.24	4	Widen 4-Lane Arterial	250	50%	840	395	29	366	$ 1,680,000	$ 840,000
D-6	CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	0.23	4	Widen 4-Lane Arterial	250	100%	840	765	57	708	$ 1,680,000	$ 1,680,000
D-7	CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	0.14	4	Widen 4-Lane Arterial	250	50%	840	232	17	215	$ 960,000	$ 480,000
D-8	CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	0.91	4	Widen 4-Lane Arterial	250	50%	840	1526	114	1,412	$ 6,720,000	$ 3,360,000
D-9	CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	0.38	4	Widen 4-Lane Arterial	372	100%	840	1287	142	1,145	$ 2,720,000	$ 2,720,000
D-10	CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	0.12	4	Widen 4-Lane Arterial	372	50%	840	196	22	174	$ 880,000	$ 440,000
D-11	RM 2243	From N US 183 To CR 175	3.21	4	Widen 4-Lane Arterial	1748	100%	840	10788	5613	5,175	$ 45,100,000	$ 45,100,000
D-12	RM 2243	From CR 175 To HERO WAY	0.28	4	Widen 4-Lane Arterial	1462	50%	840	478	208	270	$ 2,600,000	$ 1,300,000
D-13	Woodview Dr	From 980' W OF N US 183 To N US 183	0.18	2	New Collector	New	100%	760	281	0	281	$ 6,300,000	$ 6,300,000
D-14	Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	0.14	4	New 4-Lane Arterial	New	100%	840	462	0	462	$ 1,400,000	$ 1,400,000
D-15	Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	0.15	4	New 4-Lane Arterial	New	100%	840	496	0	496	$ 1,500,000	$ 1,500,000
D-16	Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	0.44	4	New 4-Lane Arterial	New	100%	840	1463	0	1,463	$ 9,400,000	$ 9,400,000
D-17	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	0.19	4	New 4-Lane Arterial	New	50%	840	320	0	320	$ 1,900,000	$ 950,000
D-18	Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	0.08	4	New 4-Lane Arterial	New	100%	840	271	0	271	$ 800,000	$ 800,000
D-19	Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	0.76	4	Widen 4-Lane Arterial	1436	100%	840	2560	1094	1,466	$ 6,700,000	$ 6,700,000
D-20	Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	0.13	4	Widen 4-Lane Arterial	1436	50%	840	210	90	120	$ 3,400,000	$ 1,700,000
D-21	Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	0.05	4	Widen 4-Lane Arterial	1436	100%	840	178	76	102	$ 1,200,000	$ 1,200,000
D-22	Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	0.13	4	Widen 4-Lane Arterial	1436	50%	840	218	93	125	$ 500,000	$ 250,000
D-23	Journey Pkwy	From 1,875' W OF CR 175 To CR 175	0.35	4	Widen 4-Lane Arterial	1436	100%	840	1184	506	678	$ 3,200,000	$ 3,200,000
D-24	Ronald Reagan Blvd	From RM 2243 To Southern City Limits	2.56	4	Access Management	2714	100%	840	8588	6937	1,651	$ 4,200,000	$ 4,200,000
C-9, D-25	US 183	From HERO WAY To 195' S OF OSAGE DR	2.84	4	Access Management	2940	50%	840	4769	4173	596	$ 4,500,000	$ 2,250,000
D-26	N East St	From Hero Way To E South St	0.30	2	Widen Collector	New	100%	760	456	0	456	$ 3,280,852	$ 3,280,852
D-27	N East St	From E Evans St To E South St	0.21	2	Widen Collector	New	100%	760	320	0	320	$ 1,100,000	$ 1,100,000
D-28	Woodview Dr	From US 183A To Raider Way	0.38	2	Widen Collector	302	100%	760	574	114	460	$ 4,909,533	$ 4,909,533
D-29	Raider Way	From Woodview Dr To Crystal Falls Pkwy	0.53	2	Widen Collector	300	100%	760	809	160	649	$ 4,909,533	$ 4,909,533
B-17, D-30	Hero Way ROW	From US 183 To RM 2243	2.34	3	New 3-Lane Frontage	394	50%	760	2671	462	2,209	$ 13,900,000	$ 6,950,000
							Total	**24,400**	**46,538**	**20,560**	**25,978**	**$ 162,939,917**	**$ 144,419,917**

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
BDI-2	Signal	Hero Way and Ronald Reagan Blvd	TMP	50%	$ 400,000	$ 200,000
CDI-2	Other Capacity	Crystal Falls Pkwy and US 183	TMP - ICE	50%	$ 355,000	$ 177,500
CDI-3	Other Capacity	W South St and US 183	TMP - ICE	50%	$ 194,000	$ 97,000
DI-1	Innovative Intersection	RM 2243 and Ronald Reagan Blvd	TMP - ICE	100%	$ 5,000,000	$ 5,000,000
DI-2	Roundabout	E Woodview Dr and Raider Way	CIP	100%	$ 1,200,000	$ 1,200,000
DI-3	Signal	E Crystal Falls Pkwy and Raider Way	CIP	100%	$ 1,200,000	$ 1,200,000
DI-4	Signal	Journey Pkwy and CR 175	TMP	100%	$ 400,000	$ 400,000
DI-5	Roundabout	Sonny Dr and Leander Dr	TMP	100%	$ 400,000	$ 400,000
DI-6	Roundabout	Hazelwood St and Horizon Park Blvd	TMP	100%	$ 1,200,000	$ 1,200,000
				Total	**$ 12,647,750**	**$ 10,349,188**

2022 Roadway Impact Fee Study Cost per Service Area: $ 23,000

Total Cost in Service Area D: $ 154,792,105

City of Leander - 2022 Roadway Impact Fee Study

CIP Service Units of Supply

Service Area E

Roadway Projects

Last Modified: 3/14/2022

Project #	Street Name	Project Limits	Length (Miles)	Future Lanes	Impact Fee Class	Peak Hour Volume	Percent in Service Area	Veh-Mi Capacity Pk-Hr Per Ln	Veh-Mi Supply Pk-Hr Total[1]	Veh-Mi Total Demand Pk-Hr[2]	Excess Capacity Pk-Hr Veh-Mi[3]	Total Project Cost	Total Project Cost in Service Area
A-9, E-1	US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	1.70	4	Access Management	1,780	50%	840	2,854	1512	1,342	$ 3,400,000	$ 1,700,000
E-2	San Gabriel Pkwy	From N US 183 To 183A TOLL RD	0.45	4	Widen 6-Lane Arterial (2/3)	922	100%	840	1517	416	1,101	$ 3,000,000	$ 3,000,000
E-3	Metro Dr	From Leander Dr To Mel Mathis Ave	0.18	2	New Collector	New	100%	760	280	0	280	$ 4,661,885	$ 4,661,885
E-4	College Way	From Main Street To US 183A	0.41	2	New Collector	New	100%	760	623	0	623	$ 1,600,000	$ 1,600,000
E-5	Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	0.49	2	New Collector	New	100%	760	738	0	738	$ 1,800,000	$ 1,800,000
							Total	**3,960**	**6,012**	**1,928**	**4,084**	**$ 14,461,885**	**$ 12,761,885**

Intersection Projects

Project #	Project Type	Intersection	Project Source	Percent in Service Area	Total Project Cost	Total Project Cost in Service Area
ACDEI-1	Other Capacity	Hero Way and US 183	TMP - ICE	25%	$ 298,750	$ 74,688
ABCDEI-2	ITS Upgrades	City of Leander Signal Upgrades	TMP	20%	$ 2,000,000	$ 400,000
				Total	**$ 2,298,750**	**$ 474,688**

2022 Roadway Impact Fee Study Cost per Service Area: $ 23,000

Total Cost in Service Area E: $ 13,259,573

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]
5. "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).
6. These planning level cost projections listed in these tables have been developed for impact fee calculations only and should not be used for any future Capital Improvement Planning within the City of Leander. These planning level cost projections shall not supersede the City's design standards or the determination of the City Engineer for a specific project.

Appendix C – Existing Facilities Inventory

City of Leander - 2022 Roadway Impact Fee Study

Existing Street Facilities Inventory

Service Area A

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross-Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles)[1]		Total Peak Hour Demand (Vehicle-Miles)[2]		Excess Peak Hour Capacity (Vehicle-Miles)[3]		Existing Peak Hour Deficiencies (Vehicle-Miles)[4]	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Lakeline Blvd	From 1,125' S OF CR 281 To 1,635' S OF CR 280	3,506	0.66	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From LIVE OAK RD To 1,635 S OF CR 280	5,438	1.03	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	1,061	0.20	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Lakeline Blvd	From 480' N OF OLD 2243 WEST To OLD 2243 WEST	501	0.09	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Bagdad Rd	From 1300' N OF CR 281 To CR 281	1,362	0.26	1	1	2U	50%	458	458	640	640	83	83	59	59	23	23		
Bagdad Rd	From CR 281 To 930' NW OF W SAN GABRIEL PKWY	12,729	2.41	1	1	2U	100%	458	458	640	640	1,543	1,543	1,104	1,104	439	439		
Bagdad Rd	From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	557	0.11	2	2	5U	50%	412	412	720	720	76	76	22	22	54	54		
Bagdad Rd	From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	7,452	1.41	2	2	5U	100%	634	634	720	720	2,032	2,032	895	895	1,138	1,138		
US 183	From US 183A To HERO WAY	8,969	1.70	2	2	4U	50%	890	890	660	660	1,121	1,121	756	756	365	365		
CR 280	From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	2,271	0.43	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
CR 280	From 1,965 W OF BAGDAD RD To BAGDAD RD	2,086	0.40	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Heritage Grove Rd	From HALSEY DR To 1,295' W OF W BROADE ST	1,678	0.32	1	1	2U	100%	53	53	640	640	203	203	17	17	187	187		
Heritage Grove Rd	From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	834	0.16	1	1	2U	50%	53	53	640	640	51	51	4	4	46	46		
Heritage Grove Rd	From 460' W OF W BROADE ST To W BROADE ST	464	0.09	1	1	2U	100%	53	53	640	640	56	56	5	5	52	52		
San Gabriel Pkwy	From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	1,803	0.34	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	4,002	0.76	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	1,273	0.24	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From BAGDAD RD To N US 183	7,717	1.46	1	1	2U	100%	674	674	640	640	935	935	985	985	-50	-50	50	50
Hero Way	From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	1,107	0.21	1	1	2U	50%	210	210	640	640	67	67	22	22	45	45		
Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	5,712	1.08	1	1	2U	50%	169	169	640	640	346	346	91	91	255	255		
Hero Way	From LAKELINE BLVD To US 183	13,271	2.51	2	2	5U	50%	1,125	1,125	720	720	1,810	1,810	1,414	1,414	396	396		
Live Oak Rd	From LAKELINE BLVD To WESTERN CITY LIMITS	7,209	1.37	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Live Oak Rd	From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	2,237	0.42	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Live Oak Rd	From BAGDAD RD To 1725' W OF BAGDAD RD	1,722	0.33	1	1	2U	100%	26	26	640	640	209	209	8	8	200	200		
Subtotal		**94,961**	**17.99**	-	-	-	-	-	-	-	-	**8,532**	**8,532**	**5,382**	**5,382**	**3,150**	**3,150**	**50**	**50**
Total		**94,961**	**17.99**	-	-	-	-	-	-	-	-	**17,064**		**10,764**		**6,300**		**100**	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study

Existing Street Facilities Inventory

Service Area B

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross-Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles)[1]		Total Peak Hour Demand (Vehicle-Miles)[2]		Excess Peak Hour Capacity (Vehicle-Miles)[3]		Existing Peak Hour Deficiencies (Vehicle-Miles)[4]	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Kaufmann Loop	From SH 29 To 875' SW OF SH 29	881	0.17	1	1	3U	100%	0	0	760	760	127	127	N/A	N/A	N/A	N/A		
CR 270	From N US 183 To 965' E OF N US 183	1,074	0.20	1	1	2U-S	100%	229	229	510	510	104	104	47	47	57	57		
CR 270	From 825' S OF ORCHARD DR To PVT RD 918	3,427	0.65	1	1	2U-S	50%	229	229	510	510	165	165	74	74	91	91		
CR 270	From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	1,550	0.29	1	1	2U-S	50%	229	229	510	510	75	75	34	34	41	41		
CR 270	From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	260	0.05	1	1	2U-S	100%	229	229	510	510	25	25	11	11	14	14		
CR 270	From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	208	0.04	1	1	2U-S	50%	198	198	510	510	10	10	4	4	6	6		
CR 270	From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	252	0.05	1	1	2U-S	100%	198	198	510	510	24	24	9	9	15	15		
CR 270	From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	809	0.15	1	1	2U-S	50%	198	198	510	510	39	39	15	15	24	24		
CR 270	From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	422	0.08	1	1	2U-S	100%	198	198	510	510	41	41	16	16	25	25		
CR 270	From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	423	0.08	1	1	2U-S	50%	198	198	510	510	20	20	8	8	12	12		
CR 270	From 1,550' N OF HERO WAY To 405' N OF HERO WAY	1,149	0.22	1	1	2U-S	100%	198	198	510	510	111	111	43	43	68	68		
CR 270	From 405' N OF HERO WAY To HERO WAY	404	0.08	1	1	2U-S	100%	198	198	510	510	39	39	15	15	24	24		
Raider Way	From SAN GABRIEL PKWY To HERO WAY	3,596	0.68	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From CR 270 To 1,415' E of CR 270	1,414	0.27	0	0	N/A	50%	18	18	0	0	0	0	2	2	-2	-2	2	2
San Gabriel Pkwy	From 1,415' E of CR 270 To 375' W of Logan Del Way	1,654	0.31	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
San Gabriel Pkwy	From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	875	0.17	1	1	2U	100%	0	0	640	640	106	106	N/A	N/A	N/A	N/A		
Hero Way ROW	From US 183 To RM 2243	12,372	2.34	1	1	2U	50%	197	197	640	640	750	750	231	231	519	519		
Subtotal		**30,768**	**5.83**	-	-	-	-	-	-	-	-	**1,636**	**1,636**	**509**	**509**	**894**	**894**	**2**	**2**
Total		**30,768**	**5.83**	-	-	-	-	-	-	-	-	**3,273**		**1,019**		**1,788**		**4**	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study

Existing Street Facilities Inventory

Service Area C

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross-Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles)[1]		Total Peak Hour Demand (Vehicle-Miles)[2]		Excess Peak Hour Capacity (Vehicle-Miles)[3]		Existing Peak Hour Deficiencies (Vehicle-Miles)[4]	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Nameless Rd	From TRAVISSO PKWY To 2,475' NW OF RM 1431	5,587	1.06	1	1	2U-S	50%	209	209	510	510	270	270	111	111	159	159		
Lakeline Blvd	From HERO WAY To 2,815' SE OF HERO WAY	2,930	0.55	1	1	2U	100%	383	383	640	640	355	355	213	213	143	143		
Lakeline Blvd	From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	3,388	0.64	1	1	2U	50%	388	388	640	640	205	205	124	124	81	81		
Lakeline Blvd	From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	786	0.15	1	1	2U	100%	388	388	640	640	95	95	58	58	38	38		
Bagdad Rd	From HERO WAY To 2,595' S OF HERO WAY	2,561	0.49	2	2	5U	100%	718	718	720	720	699	699	348	348	350	350		
Bagdad Rd	From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	95	0.02	2	2	5U	50%	718	718	720	720	13	13	6	6	6	6		
Bagdad Rd	From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	14,107	2.67	2	2	5U	100%	924	924	720	720	3,847	3,847	2,469	2,469	1,379	1,379		
S West Dr	From W SOUTH ST To 870' N OF SONNY DR	2,822	0.53	1	1	2U-S	100%	332	332	510	510	273	273	177	177	95	95		
US 183	From HERO WAY To 195' S OF OSAGE DR	14,989	2.84	2	2	5U	50%	1,470	1,470	720	720	2,044	2,044	2,087	2,087	-43	-43	43	43
W South St	From WEST DR To US 183	1,012	0.19	1	1	2U-S	100%	230	230	510	510	98	98	44	44	54	54		
Crystal Falls Pkwy	From CANTINA SKY To FIRST VIEW	1,979	0.37	1	1	2D	100%	788	788	640	640	240	240	295	295	-55	-55	55	55
Osage Dr	From 315' E OF PAINTED SKY BEND To BAGDAD RD	13,194	2.50	1	1	2U	100%	217	217	640	640	1,599	1,599	542	542	1,057	1,057		
Hero Way	From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	5,712	1.08	1	1	2U	50%	169	169	640	640	346	346	91	91	255	255		
Hero Way	From LAKELINE BLVD To US 183	13,271	2.51	2	2	5U	50%	1,125	1,125	720	720	1,810	1,810	1,414	1,414	396	396		
Municipal Dr	From Nothern Hills To S West Dr	2,980	0.56	1	1	2U-S	100%	18	18	510	510	288	288	10	10	278	278		
Subtotal		**85,413**	**16.18**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**12,182**	**12,182**	**7,990**	**7,990**	**4,192**	**4,192**	**98**	**98**
Total		**85,413**	**16.18**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**24,363**		**15,980**		**8,383**		**196**	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study

Existing Street Facilities Inventory

Service Area D

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross-Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles)[1]		Total Peak Hour Demand (Vehicle-Miles)[2]		Excess Peak Hour Capacity (Vehicle-Miles)[3]		Existing Peak Hour Deficiencies (Vehicle-Miles)[4]	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
Leander Dr	From HAZLEWOOD ST To CRYSTAL FALLS DR	4,654	0.88	1	1	2U-S	100%	46	46	510	510	450	450	41	41	409	409		
Horizon Park Blvd	From RM 2243 To CRYSTAL FALLS PKWY	8,137	1.54	1	1	2U-S	100%	186	186	510	510	786	786	287	287	499	499		
Raider Way	From HERO WAY To RM 2243	3,392	0.64	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Raider Way	From RM 2243 To 1,235' S OF RM 2243	1,324	0.25	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
CR 175	From RM 2243 To 1,265' SE OF RM 2243	1,241	0.24	1	1	2U-S	50%	125	125	510	510	60	60	15	15	45	45		
CR 175	From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	1,202	0.23	1	1	2U-S	100%	125	125	510	510	116	116	28	28	88	88		
CR 175	From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	730	0.14	1	1	2U-S	50%	125	125	510	510	35	35	9	9	27	27		
CR 175	From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	4,796	0.91	1	1	2U-S	50%	125	125	510	510	232	232	57	57	175	175		
CR 175	From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKW	2,022	0.38	1	1	2U-S	100%	186	186	510	510	195	195	71	71	124	124		
CR 175	From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	617	0.12	1	1	2U-S	50%	186	186	510	510	30	30	11	11	19	19		
RM 2243	From N US 183 To CR 175	16,953	3.21	1	1	2U-S	100%	874	874	510	510	1,638	1,638	2,806	2,806	-1,169	-1,169	1,169	1,169
RM 2243	From CR 175 To HERO WAY	1,502	0.28	1	1	2U-S	50%	731	731	510	510	73	73	104	104	-31	-31	31	31
Woodview Dr	From 980' W OF N US 183 To N US 183	976	0.18	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	726	0.14	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAG	780	0.15	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	2,299	0.44	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,615' W OF CR 175 To 590' W OF CR 175	1,004	0.19	0	0	N/A	50%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Crystal Falls Pkwy	From 1,615' W OF CR 175 To 115' W OF CR 175	426	0.08	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Journey Pkwy	From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	4,022	0.76	1	1	3U	100%	718	718	760	760	579	579	547	547	32	32		
Journey Pkwy	From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAG	661	0.13	1	1	3U	50%	718	718	760	760	48	48	45	45	3	3		
Journey Pkwy	From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAG	279	0.05	1	1	3U	100%	718	718	760	760	40	40	38	38	2	2		
Journey Pkwy	From 2,575' W OF CR 175 To 1,875' W OF CR 175	685	0.13	1	1	3U	50%	718	718	760	760	49	49	47	47	3	3		
Journey Pkwy	From 1,875' W OF CR 175 To CR 175	1,860	0.35	1	1	3U	100%	718	718	760	760	268	268	253	253	15	15		
Ronald Reagan Blvd	From RM 2243 To Southern City Limits	13,495	2.56	2	2	4D	100%	1,357	1,357	840	840	4,294	4,294	3,468	3,468	826	826		
US 183	From HERO WAY To 195' S OF OSAGE DR	14,989	2.84	2	2	5U	50%	1,470	1,470	720	720	2,044	2,044	2,087	2,087	-43	-43	43	43
N East St	From Hero Way To E South St	1,583	0.30	1	1	2U-G	100%	0	0	100	100	30	30	N/A	N/A	N/A	N/A		
N East St	From E Evans St To E South St	1,111	0.21	1	1	2U-G	100%	0	0	100	100	21	21	N/A	N/A	N/A	N/A		
Woodview Dr	From US 183A To Raider Way	1,996	0.38	1	1	2U	100%	151	151	640	640	242	242	57	57	185	185		
Raider Way	From Woodview Dr To Crystal Falls Pkwy	2,809	0.53	1	1	2U	100%	150	150	640	640	341	341	80	80	261	261		
Hero Way ROW	From US 183 To RM 2243	12,372	2.34	1	1	2U	50%	197	197	640	640	750	750	231	231	519	519		
	Subtotal	**108,644**	**20.58**	-	-	-	-	-	-	-	-	**12,318**	**12,318**	**10,280**	**10,280**	**1,987**	**1,987**	**1,243**	**1,243**
	Total	**108,644**	**20.58**	-	-	-	-	-	-	-	-	**24,637**		**20,560**		**3,975**		**2,486**	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

City of Leander - 2022 Roadway Impact Fee Study

Existing Street Facilities Inventory

Service Area E

Street Name	Project Limits	Length (Feet)	Length (Miles)	Existing Thru Lanes		Existing Cross-Section	Percent in Service Area	PM Peak Hour Volumes (Vehicles per Hour)		Peak Hour Capacity (Vehicle-Miles per Lane)		Total Peak Hour Supply (Vehicle-Miles)[1]		Total Peak Hour Demand (Vehicle-Miles)[2]		Excess Peak Hour Capacity (Vehicle-Miles)[3]		Existing Peak Hour Deficiencies (Vehicle-Miles)[4]	
				NB / EB	SB / WB			NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
US 183	From 3,425' N OF S GABRIEL DR To HERO WAY	8,969	1.70	2	2	4U	50%	890	890	660	660	1,121	1,121	756	756	365	365		
San Gabriel Pkwy	From N US 183 To 183A TOLL RD	2,384	0.45	1	1	2U	100%	461	461	640	640	289	289	208	208	81	81		
Metro Dr	From Leander Dr To Mel Mathis Ave	974	0.18	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
College Way	From Main Street To US 183A	2,164	0.41	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Main Street	From San Gabriel Pkwy To 1575' N of Hero Way	2,563	0.49	0	0	N/A	100%	0	0	0	0	0	0	N/A	N/A	N/A	N/A		
Subtotal		**17,054**	**3.23**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**1,410**	**1,410**	**964**	**964**	**446**	**446**	**0**	**0**
Total		**17,054**	**3.23**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2,820**		**1,928**		**892**		**0**	

Notes:

1. Total Peak Hour Supply = (Length in Miles)(Number of Existing Lanes)(Peak Hour Capacity per Lance)(Percent in Service Area) [Vehicle-Miles]
2. Total Peak Hour Demand = (Length in Miles)(PM Peak Hour Volume)(Percent In Service Area) [Vehicle-Miles]
3. Excess Peak Hour Capacity = (Total Peak Hour Supply) - (Total Peak Hour Demand) [Vehicle-Miles]
4. Existing Peak Hour Deficiencies = (Total Peak Hour Demand) - (Total Peak Hour Supply) [Vehicle-Miles]

Note: "Length (Miles)" are displayed as rounded lengths to the nearest 0.01 miles. Calculations were performed using exact mileage length (Length in Feet / 5,280 Feet per Mile).

Appendix D – Plan for Awarding the Roadway Impact Fee Credit Summary

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area A

Recoverable Impact Fee CIP Costs	$	65,927,891	Table 8
Financing Cost		22,348,150	See Detail Below
Interest Earnings		(6,550,644)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	**$**	**81,725,396**	**Sum of Above**
Credit for Ad Valorem Revenues		(17,192,671)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	**$**	**64,532,725**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	74,157,168	Roadway Appendices - page 2
Existing Annual Debt Service		14,095,873	Roadway Appendices - page 3
Principal Component (New and Existing Debt)		(65,904,891)	Roadway Appendices - page 1
Financing Costs	$	22,348,150	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area B

Recoverable Impact Fee CIP Costs	$	24,074,712	Table 8
Financing Cost		9,318,032	See Detail Below
Interest Earnings		(2,854,197)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	**$**	**30,538,547**	**Sum of Above**
Credit for Ad Valorem Revenues		(6,532,301)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	**$**	**24,006,246**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	33,369,744	Roadway Appendices - page 2
Existing Annual Debt Service		-	Roadway Appendices - page 3
Principal Component (New and Existing Debt)		(24,051,712)	Roadway Appendices - page 1
Financing Costs	$	9,318,032	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area C

Recoverable Impact Fee CIP Costs	$	26,641,019	Table 8
Financing Cost		9,119,348	See Detail Below
Interest Earnings		(2,664,480)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	**$**	**33,095,886**	**Sum of Above**
Credit for Ad Valorem Revenues		(6,718,697)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	**$**	**26,377,189**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	30,217,775	Roadway Appendices - page 2
Existing Annual Debt Service		5,519,592	Roadway Appendices - page 3
Principal Component (New and Existing Debt)		(26,618,019)	Roadway Appendices - page 1
Financing Costs	$	9,119,348	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area D

Recoverable Impact Fee CIP Costs	$	80,565,356	Table 8
Financing Cost		30,606,044	See Detail Below
Interest Earnings		(7,812,465)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	**$**	**103,358,935**	**Sum of Above**
Credit for Ad Valorem Revenues		(35,163,954)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	**$**	**68,194,981**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	104,499,242	Roadway Appendices - page 2
Existing Annual Debt Service		6,649,158	Roadway Appendices - page 3
Principal Component (New and Existing Debt)		(80,542,356)	Roadway Appendices - page 1
Financing Costs	$	30,606,044	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through Impact fees.

SUMMARY OF ROADWAY IMPACT FEE DETERMINATION

Service Area E

Recoverable Impact Fee CIP Costs	$	8,977,025	Table 8
Financing Cost		2,926,768	See Detail Below
Interest Earnings		(934,700)	Roadway Appendices - page 4
Pre Credit Recoverable Cost for Impact Fee	**$**	**10,969,093**	**Sum of Above**
Credit for Ad Valorem Revenues		(2,370,097)	Roadway Appendices - page 7
Maximum Recoverable Cost for Impact Fee	**$**	**8,598,996**	

Recoverable Impact Fee CIP Costs:

Represents the portion of capital improvement costs that are eligible for funding through Impact fees. Reference is Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections.

Financing Costs:

Represents the interest costs associated with debt financing the new Impact fee project costs. Interest costs are derived from existing debt issues and forecasted debt issues.

New Annual Debt Service	$	10,760,060	Roadway Appendices - page 2
Existing Annual Debt Service		1,120,733	Roadway Appendices - page 3
Principal Component (New and Existing Debt)		(8,954,025)	Roadway Appendices - page 1
Financing Costs	$	2,926,768	

Interest Earnings:

Represents the interest earned on cash flows and assumes a 1.00% annual interest rate. The Impact Fee Statute states that interest earnings are funds of the Impact fee account and are held to the same restrictions as Impact fee revenues. Therefore in order to recognize that interest earnings are used to fund capital improvements, interest earnings are credited against the recoverable costs. Reference is the sum of Accumulated Interest on page 4 of Roadway Appendices.

Pre Credit Recoverable Cost for Impact Fee:

Represents Recoverable Impact Fee CIP Costs plus Financing Costs less Existing Fund Balance and Interest Earnings.

Credit for Ad Valorem Revenues:

In 2001, the LGC Chapter 395 was amended to include a credit for ad valorem and utility revenues generated by new service units during the ten-year timeframe that are used to fund Impact fee eligible projects for which the new service units were charged an Impact fee. The intent of this amendment is to avoid double-charging the new service units for Impact fee capital improvements. The credit recognizes ad valorem revenues used to fund the debt service of debt financed Impact fee eligible projects and assumes that all non-debt funded impact fee eligible project costs will be funded solely through impact fee revenues or non-ad valorem revenue sources. Reference is page 7 of Roadway Appendices.

Maximum Recoverable Cost for Impact Fee:

Represents Pre Credit Recoverable Cost for Impact Fee less Credit for Ad Valorem Revenues. This is the maximum cost that can be recovered through Impact fees.

Appendix E – Plan for Awarding the Roadway Impact Fee Credit Supporting Exhibits

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area A

I. General Assumptions

Annual Interest Rate on Deposits [1]	1.00%
Annual Vehicle Mile Growth [2]	2,961
Portion of Projects Funded by Existing Debt [3]	$ 12,455,070
Non-debt Funded Project Cost [4]	23,000
New Project Cost Funded Through New Debt [5]	53,449,822
Total Recoverable Project Cost [6]	$ 65,927,891

II. New Debt Issues Assumptions

Year	Principal [7]	Interest [8]	Term
1	$ 13,362,455	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	13,362,455	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	13,362,455	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	13,362,455	4.40%	20
Total	$ 53,449,822		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [9]
1	$ 2,300
2	4,456,452
3	4,456,452
4	4,456,452
5	4,456,452
6	4,456,452
7	4,456,452
8	4,456,452
9	4,456,452
10	4,456,452
11	4,454,152
12	4,454,152
13	4,454,152
Total	53,472,822

(1) Texpool 5-year average per City Staff
(2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
(3) Per Kimley-Horn discussions with City Staff and City files
(4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
(5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
(6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
(7) Assumes new debt issued in equal amounts every 3 years, per City Staff
(8) Estimated interest on future debt from City's Financial Advisor December 2021
(9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area A

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 844,181	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 844,181
2	844,181	-	-	-	-	-	-	-	-	-	844,181
3	844,181	-	-	-	-	-	-	-	-	-	844,181
4	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
5	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
6	844,181	-	-	891,785	-	-	-	-	-	-	1,735,966
7	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
8	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
9	844,181	-	-	891,785	-	-	953,431	-	-	-	2,689,398
10	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
11	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
12	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
13	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
14	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
15	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
16	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
17	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
18	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
19	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
20	844,181	-	-	891,785	-	-	953,431	-	-	1,018,461	3,707,858
21	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
22	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
23	-	-	-	891,785	-	-	953,431	-	-	1,018,461	2,863,677
24	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
25	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
26	-	-	-	-	-	-	953,431	-	-	1,018,461	1,971,892
27	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
28	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
29	-	-	-	-	-	-	-	-	-	1,018,461	1,018,461
	$ 16,883,628	$ -	$ -	$ 17,835,700	$ -	$ -	$ 19,068,626	$ -	$ -	$ 20,369,214	$ 74,157,168

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area A

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
1	$ 844,181	$ 2,300	$ (13,362,455)	$ 941,370	$ (48,436)	$ (11,623,040)
2	844,181	4,456,452	-	939,888	(94,236)	6,146,285
3	844,181	4,456,452	-	941,408	(137,834)	6,104,207
4	1,735,966	4,456,452	(13,362,455)	940,580	(268,569)	(6,498,026)
5	1,735,966	4,456,452	-	941,133	(327,564)	6,805,988
6	1,735,966	4,456,452	-	940,486	(383,594)	6,749,310
7	2,689,398	4,456,452	(13,362,455)	941,796	(593,003)	(5,867,812)
8	2,689,398	4,456,452	-	941,767	(662,261)	7,425,355
9	2,689,398	4,456,452	-	941,395	(728,363)	7,358,882
10	3,707,858	4,456,452	(13,362,455)	940,942	(1,013,609)	(5,270,813)
11	3,707,858	4,454,152	-	942,435	(1,013,935)	8,090,510
12	3,707,858	4,454,152	-	941,484	(1,013,728)	8,089,767
13	3,707,858	4,454,152	-	942,682	(1,013,989)	8,090,704
14	3,707,858	-	-	940,108	(1,013,427)	3,634,539
15	3,707,858	-	-	458,474	(908,414)	3,257,919
16	3,707,858	-	-	459,925	(908,730)	3,259,053
17	3,707,858	-	-	-	(808,449)	2,899,409
18	3,707,858	-	-	-	(808,449)	2,899,409
19	3,707,858	-	-	-	(808,449)	2,899,409
20	3,707,858	-	-	-	(808,449)	2,899,409
21	2,863,677	-	-	-	(624,387)	2,239,290
22	2,863,677	-	-	-	(624,387)	2,239,290
23	2,863,677	-	-	-	(624,387)	2,239,290
24	1,971,892	-	-	-	(429,945)	1,541,947
25	1,971,892	-	-	-	(429,945)	1,541,947
26	1,971,892	-	-	-	(429,945)	1,541,947
27	1,018,461	-	-	-	(222,062)	796,399
28	1,018,461	-	-	-	(222,062)	796,399
29	1,018,461	-	-	-	(222,062)	796,399
	$ 74,157,168	$ 53,472,822	$ (53,449,822)	$ 14,095,873	$ (17,192,671)	$ 71,083,371

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area A

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 2,179	2,961	$ 6,453,273	$ (11,623,040)	$ 18,076,313	$ 90,382	18,166,694
2	2,179	2,961	6,453,273	6,146,285	306,988	183,202	18,656,884
3	2,179	2,961	6,453,273	6,104,207	349,066	188,314	19,194,264
4	2,179	2,961	6,453,273	(6,498,026)	12,951,299	256,699	32,402,262
5	2,179	2,961	6,453,273	6,805,988	(352,715)	322,259	32,371,806
6	2,179	2,961	6,453,273	6,749,310	(296,037)	322,238	32,398,006
7	2,179	2,961	6,453,273	(5,867,812)	12,321,085	385,585	45,104,676
8	2,179	2,961	6,453,273	7,425,355	(972,083)	446,186	44,578,780
9	2,179	2,961	6,453,273	7,358,882	(905,609)	441,260	44,114,431
10	2,179	2,961	6,453,273	(5,270,813)	11,724,085	499,765	56,338,281
11	-	-	-	8,090,510	(8,090,510)	522,930	48,770,701
12	-	-	-	8,089,767	(8,089,767)	447,258	41,128,192
13	-	-	-	8,090,704	(8,090,704)	370,828	33,408,317
14	-	-	-	3,634,539	(3,634,539)	315,910	30,089,689
15	-	-	-	3,257,919	(3,257,919)	284,607	27,116,378
16	-	-	-	3,259,053	(3,259,053)	254,869	24,112,193
17	-	-	-	2,899,409	(2,899,409)	226,625	21,439,408
18	-	-	-	2,899,409	(2,899,409)	199,897	18,739,897
19	-	-	-	2,899,409	(2,899,409)	172,902	16,013,390
20	-	-	-	2,899,409	(2,899,409)	145,637	13,259,617
21	-	-	-	2,239,290	(2,239,290)	121,400	11,141,727
22	-	-	-	2,239,290	(2,239,290)	100,221	9,002,658
23	-	-	-	2,239,290	(2,239,290)	78,830	6,842,198
24	-	-	-	1,541,947	(1,541,947)	60,712	5,360,963
25	-	-	-	1,541,947	(1,541,947)	45,900	3,864,916
26	-	-	-	1,541,947	(1,541,947)	30,939	2,353,908
27	-	-	-	796,399	(796,399)	19,557	1,577,066
28	-	-	-	796,399	(796,399)	11,789	792,456
29	-	-	-	796,399	(796,399)	3,943	-
			$ 64,532,726	$ 71,083,371		$ 6,550,644	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area A

Year	Number of Years to End of Period	Future Value Escalation: Interest Rate Factor	Future Value Escalation: Recovery Fee Factor	Annual Vehicle Miles: Actual	Annual Vehicle Miles: Escalated	Annual Expense: Actual	Annual Expense: Escalated
1	29	1.3279	1.0000	2,961	3,932	$ (11,623,040)	$ (15,434,205)
2	28	1.3147	1.0000	2,961	3,893	6,146,285	8,080,828
3	27	1.3017	1.0000	2,961	3,855	6,104,207	7,946,045
4	26	1.2888	1.0000	2,961	3,817	(6,498,026)	(8,374,943)
5	25	1.2761	1.0000	2,961	3,779	6,805,988	8,685,008
6	24	1.2634	1.0000	2,961	3,741	6,749,310	8,527,408
7	23	1.2509	1.0000	2,961	3,704	(5,867,812)	(7,340,278)
8	22	1.2386	1.0000	2,961	3,668	7,425,355	9,196,703
9	21	1.2263	1.0000	2,961	3,631	7,358,882	9,024,130
10	20	1.2141	1.0000	2,961	3,595	(5,270,813)	(6,399,555)
11	19	1.2021	1.0000	-	-	8,090,510	9,725,831
12	18	1.1902	1.0000	-	-	8,089,767	9,628,650
13	17	1.1784	1.0000	-	-	8,090,704	9,534,421
14	16	1.1668	1.0000	-	-	3,634,539	4,240,684
15	15	1.1552	1.0000	-	-	3,257,919	3,763,618
16	14	1.1438	1.0000	-	-	3,259,053	3,727,652
17	13	1.1325	1.0000	-	-	2,899,409	3,283,462
18	12	1.1212	1.0000	-	-	2,899,409	3,250,953
19	11	1.1101	1.0000	-	-	2,899,409	3,218,765
20	10	1.0992	1.0000	-	-	2,899,409	3,186,896
21	9	1.0883	1.0000	-	-	2,239,290	2,436,954
22	8	1.0775	1.0000	-	-	2,239,290	2,412,826
23	7	1.0668	1.0000	-	-	2,239,290	2,388,937
24	6	1.0563	1.0000	-	-	1,541,947	1,628,705
25	5	1.0458	1.0000	-	-	1,541,947	1,612,579
26	4	1.0355	1.0000	-	-	1,541,947	1,596,613
27	3	1.0252	1.0000	-	-	796,399	816,468
28	2	1.0151	1.0000	-	-	796,399	808,385
29	1	1.0050	1.0000	-	-	796,399	800,381
					37,616		$ 81,973,922

Annual Interest Rate:		1.00%
Total Escalated Expense for Entire Period	$	81,973,922
Total Escalated Vehicle Miles		37,616
Maximum Assessable Impact Fee for Roadway Service Area A	**$**	**2,179**

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area A

Impact Fee Project Name[1]	Project Cost	Cost In Service Area [1]	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded[2]	Impact Fee Recoverable Cost
From 1,125' S OF CR 281 To 1,635' S OF CR 280	$ 6,600,000	$ 3,300,000	$ 2,348,966	$ -	$ 2,348,966	$ -	$ 2,348,966
From LIVE OAK RD To 1,635 S OF CR 280	10,300,000	10,300,000	7,331,621	-	7,331,621	-	7,331,621
From 1,635' S OF CR 280 To 75' N OF BAGDAD RD	2,100,000	1,050,000	747,398	-	747,398	-	747,398
From 480' N OF OLD 2243 WEST To OLD 2243 WEST	1,000,000	1,000,000	711,808	-	711,808	-	711,808
From 1300' N OF CR 281 To CR 281	500,000	250,000	177,952	-	177,952	-	177,952
From CR 281 To 930' NW OF W SAN GABRIEL PKWY	9,364,238	9,364,238	6,665,538	3,960,668	2,704,870	-	6,665,538
From 930' NW OF W SAN GABRIEL PKWY To 380' NW OF W SAN GABRIEL PKWY	274,724	137,362	97,775	53,189	44,586	-	97,775
From 380' NW OF W SAN GABRIEL PKWY To HERO WAY	7,864,238	7,864,238	5,597,827	3,960,668	1,637,158	-	5,597,827
From US 183A To HERO WAY	3,400,000	1,700,000	1,210,073	-	1,210,073	-	1,210,073
From 1,725' W OF LAKELINE BLVD To 530' E OF LAKELINE BLVD	2,700,000	2,700,000	1,921,881	-	1,921,881	-	1,921,881
From 1,965 W OF BAGDAD RD To BAGDAD RD	2,500,000	2,500,000	1,779,520	-	1,779,520	-	1,779,520
From HALSEY DR To 1,295' W OF W BROADE ST	2,000,000	2,000,000	1,423,616	-	1,423,616	-	1,423,616
From 1,295' W OF W BROADE ST To 460' E OF W BROADE ST	1,000,000	500,000	355,904	-	355,904	-	355,904
From 460' W OF W BROADE ST To W BROADE ST	600,000	600,000	427,085	-	427,085	-	427,085
From LAKELINE BLVD To 1,760' E OF LAKELINE BLVD	2,600,000	1,300,000	925,350	-	925,350	-	925,350
From 1,760' W OF LAKELINE BLVD To 1,400' W OF BAGDAD RD	5,800,000	5,800,000	4,128,486	-	4,128,486	-	4,128,486
From 1,400' W OF BAGDAD RD To 165' W OF BAGDAD RD	1,900,000	950,000	676,218	-	676,218	-	676,218
From BAGDAD RD To N US 183	9,500,000	9,500,000	6,762,175	-	6,762,175	-	6,762,175
From SAN GABRIEL PKWY To 1,100' E OF SAN GABRIEL PKWY	1,900,000	950,000	676,218	-	676,218	-	676,218
From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	11,100,000	5,550,000	3,950,534	-	3,950,534	-	3,950,534
From LAKELINE BLVD To US 183	22,757,707	11,378,854	8,099,558	4,480,544	3,619,014	-	8,099,558
From LAKELINE BLVD To WESTERN CITY LIMITS	9,900,000	9,900,000	7,046,898	-	7,046,898	-	7,046,898
From LAKELINE BLVD To 2240' E OF LAKELINE BLVD	3,100,000	1,550,000	1,103,302	-	1,103,302	-	1,103,302
From BAGDAD RD To 1725' W OF BAGDAD RD	2,000,000	2,000,000	1,423,616	-	1,423,616	-	1,423,616
US 183 and Hero Way	298,750	74,688	49,652	-	49,652	-	49,652
City of Leander Signal Upgrades	2,000,000	400,000	265,920	-	265,920	-	265,920
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	$ 123,151,657	$ 92,642,379	$ 65,927,891	$ 12,455,070	$ 53,449,822	$ 23,000	$ 65,927,891

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area A

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Rate Revenues
1	$ 1,785,552	109,162	$ 16.36	2,961	$ 48,436
2	1,784,069	112,123	15.91	5,922	94,236
3	1,785,590	115,085	15.52	8,884	137,834
4	2,676,546	118,046	22.67	11,845	268,569
5	2,677,100	121,007	22.12	14,806	327,564
6	2,676,452	123,968	21.59	17,767	383,594
7	3,631,194	126,930	28.61	20,729	593,003
8	3,631,165	129,891	27.96	23,690	662,261
9	3,630,792	132,852	27.33	26,651	728,363
10	4,648,800	135,813	34.23	29,612	1,013,609
11	4,650,294	135,813	34.24	29,612	1,013,935
12	4,649,342	135,813	34.23	29,612	1,013,728
13	4,650,541	135,813	34.24	29,612	1,013,989
14	4,647,966	135,813	34.22	29,612	1,013,427
15	4,166,332	135,813	30.68	29,612	908,414
16	4,167,784	135,813	30.69	29,612	908,730
17	3,707,858	135,813	27.30	29,612	808,449
18	3,707,858	135,813	27.30	29,612	808,449
19	3,707,858	135,813	27.30	29,612	808,449
20	3,707,858	135,813	27.30	29,612	808,449
21	2,863,677	135,813	21.09	29,612	624,387
22	2,863,677	135,813	21.09	29,612	624,387
23	2,863,677	135,813	21.09	29,612	624,387
24	1,971,892	135,813	14.52	29,612	429,945
25	1,971,892	135,813	14.52	29,612	429,945
26	1,971,892	135,813	14.52	29,612	429,945
27	1,018,461	135,813	7.50	29,612	222,062
28	1,018,461	135,813	7.50	29,612	222,062
29	1,018,461	135,813	7.50	29,612	222,062
Total	$ 88,253,041				$ 17,192,671

2021 Vehicle Miles (All Service Areas) [2]	106,201	
Ten Year Growth in Vehicle Miles (Service Area A) [3]	29,612	
	10	years
Annual Growth in Vehicle Miles	2,961	
Credit Amount	**$ 17,192,671**	

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area B

I. General Assumptions

Annual Interest Rate on Deposits [1]	1.00%
Annual Vehicle Mile Growth [2]	2,851
Portion of Projects Funded by Existing Debt [3]	$ -
Non-debt Funded Project Cost [4]	23,000
New Project Cost Funded Through New Debt [5]	24,051,712
Total Recoverable Project Cost [6]	$ 24,074,712

II. New Debt Issues Assumptions

Year	Principal [7]	Interest [8]	Term
1	$ 6,012,928	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	6,012,928	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	6,012,928	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	6,012,928	4.40%	20
Total	$ 24,051,712		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [9]
1	$ 2,300
2	2,006,609
3	2,006,609
4	2,006,609
5	2,006,609
6	2,006,609
7	2,006,609
8	2,006,609
9	2,006,609
10	2,006,609
11	2,004,309
12	2,004,309
13	2,004,309
Total	24,074,712

(1) Texpool 5-year average per City Staff
(2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
(3) Per Kimley-Horn discussions with City Staff and City files
(4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
(5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
(6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
(7) Assumes new debt issued in equal amounts every 3 years, per City Staff
(8) Estimated interest on future debt from City's Financial Advisor December 2021
(9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area B

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 379,870	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 379,870
2	379,870	-	-	-	-	-	-	-	-	-	379,870
3	379,870	-	-	-	-	-	-	-	-	-	379,870
4	379,870	-	-	401,291	-	-	-	-	-	-	781,162
5	379,870	-	-	401,291	-	-	-	-	-	-	781,162
6	379,870	-	-	401,291	-	-	-	-	-	-	781,162
7	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
8	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
9	379,870	-	-	401,291	-	-	429,031	-	-	-	1,210,193
10	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
11	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
12	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
13	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
14	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
15	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
16	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
17	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
18	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
19	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
20	379,870	-	-	401,291	-	-	429,031	-	-	458,294	1,668,487
21	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
22	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
23	-	-	-	401,291	-	-	429,031	-	-	458,294	1,288,617
24	-	-	-	-	-	-	429,031	-	-	458,294	887,325
25	-	-	-	-	-	-	429,031	-	-	458,294	887,325
26	-	-	-	-	-	-	429,031	-	-	458,294	887,325
27	-	-	-	-	-	-	-	-	-	458,294	458,294
28	-	-	-	-	-	-	-	-	-	458,294	458,294
29	-	-	-	-	-	-	-	-	-	458,294	458,294
	$ 7,597,409	$ -	$ -	$ 8,025,829	$ -	$ -	$ 8,580,629	$ -	$ -	$ 9,165,877	$ 33,369,744

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area B

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
1	$ 379,870	$ 2,300	$ (6,012,928)	$ -	$ (9,932)	$ (5,640,690)
2	379,870	2,006,609	-	-	(19,358)	2,367,122
3	379,870	2,006,609	-	-	(28,315)	2,358,164
4	781,162	2,006,609	(6,012,928)	-	(75,754)	(3,300,911)
5	781,162	2,006,609	-	-	(92,451)	2,695,320
6	781,162	2,006,609	-	-	(108,376)	2,679,395
7	1,210,193	2,006,609	(6,012,928)	-	(191,455)	(2,987,581)
8	1,210,193	2,006,609	-	-	(213,970)	3,002,832
9	1,210,193	2,006,609	-	-	(235,512)	2,981,291
10	1,668,487	2,006,609	(6,012,928)	-	(353,140)	(2,690,972)
11	1,668,487	2,004,309	-	-	(353,140)	3,319,656
12	1,668,487	2,004,309	-	-	(353,140)	3,319,656
13	1,668,487	2,004,309	-	-	(353,140)	3,319,656
14	1,668,487	-	-	-	(353,140)	1,315,347
15	1,668,487	-	-	-	(353,140)	1,315,347
16	1,668,487	-	-	-	(353,140)	1,315,347
17	1,668,487	-	-	-	(353,140)	1,315,347
18	1,668,487	-	-	-	(353,140)	1,315,347
19	1,668,487	-	-	-	(353,140)	1,315,347
20	1,668,487	-	-	-	(353,140)	1,315,347
21	1,288,617	-	-	-	(272,740)	1,015,877
22	1,288,617	-	-	-	(272,740)	1,015,877
23	1,288,617	-	-	-	(272,740)	1,015,877
24	887,325	-	-	-	(187,805)	699,520
25	887,325	-	-	-	(187,805)	699,520
26	887,325	-	-	-	(187,805)	699,520
27	458,294	-	-	-	(96,999)	361,295
28	458,294	-	-	-	(96,999)	361,295
29	458,294	-	-	-	(96,999)	361,295
	$ 33,369,744	$ 24,074,712	$ (24,051,712)	$ -	$ (6,532,301)	$ 26,860,443

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area B

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 842	2,851	$ 2,400,625	$ (5,640,690)	$ 8,041,314	$ 40,207	8,081,521
2	842	2,851	2,400,625	2,367,122	33,503	80,983	8,196,006
3	842	2,851	2,400,625	2,358,164	42,460	82,172	8,320,638
4	842	2,851	2,400,625	(3,300,911)	5,701,536	111,714	14,133,888
5	842	2,851	2,400,625	2,695,320	(294,695)	139,865	13,979,058
6	842	2,851	2,400,625	2,679,395	(278,770)	138,397	13,838,685
7	842	2,851	2,400,625	(2,987,581)	5,388,205	165,328	19,392,218
8	842	2,851	2,400,625	3,002,832	(602,208)	190,911	18,980,921
9	842	2,851	2,400,625	2,981,291	(580,666)	186,906	18,587,161
10	842	2,851	2,400,625	(2,690,972)	5,091,596	211,330	23,890,087
11	-	-	-	3,319,656	(3,319,656)	222,303	20,792,733
12	-	-	-	3,319,656	(3,319,656)	191,329	17,664,406
13	-	-	-	3,319,656	(3,319,656)	160,046	14,504,796
14	-	-	-	1,315,347	(1,315,347)	138,471	13,327,920
15	-	-	-	1,315,347	(1,315,347)	126,702	12,139,276
16	-	-	-	1,315,347	(1,315,347)	114,816	10,938,745
17	-	-	-	1,315,347	(1,315,347)	102,811	9,726,209
18	-	-	-	1,315,347	(1,315,347)	90,685	8,501,548
19	-	-	-	1,315,347	(1,315,347)	78,439	7,264,639
20	-	-	-	1,315,347	(1,315,347)	66,070	6,015,362
21	-	-	-	1,015,877	(1,015,877)	55,074	5,054,559
22	-	-	-	1,015,877	(1,015,877)	45,466	4,084,149
23	-	-	-	1,015,877	(1,015,877)	35,762	3,104,034
24	-	-	-	699,520	(699,520)	27,543	2,432,056
25	-	-	-	699,520	(699,520)	20,823	1,753,359
26	-	-	-	699,520	(699,520)	14,036	1,067,875
27	-	-	-	361,295	(361,295)	8,872	715,452
28	-	-	-	361,295	(361,295)	5,348	359,506
29	-	-	-	361,295	(361,295)	1,789	-
			$ 24,006,246	$ 26,860,443		$ 2,854,197	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area B

Year	Number of Years to End of Period	Future Value Escalation: Interest Rate Factor	Future Value Escalation: Recovery Fee Factor	Annual Vehicle Miles: Actual	Annual Vehicle Miles: Escalated	Annual Expense: Actual	Annual Expense: Escalated
1	29	1.3279	1.0000	2,851	3,786	$ (5,640,690)	$ (7,490,257)
2	28	1.3147	1.0000	2,851	3,749	2,367,122	3,112,173
3	27	1.3017	1.0000	2,851	3,712	2,358,164	3,069,700
4	26	1.2888	1.0000	2,851	3,675	(3,300,911)	(4,254,360)
5	25	1.2761	1.0000	2,851	3,638	2,695,320	3,439,453
6	24	1.2634	1.0000	2,851	3,602	2,679,395	3,385,278
7	23	1.2509	1.0000	2,851	3,567	(2,987,581)	(3,737,283)
8	22	1.2386	1.0000	2,851	3,531	3,002,832	3,719,170
9	21	1.2263	1.0000	2,851	3,496	2,981,291	3,655,930
10	20	1.2141	1.0000	2,851	3,462	(2,690,972)	(3,267,242)
11	19	1.2021	1.0000	-	-	3,319,656	3,990,652
12	18	1.1902	1.0000	-	-	3,319,656	3,951,141
13	17	1.1784	1.0000	-	-	3,319,656	3,912,021
14	16	1.1668	1.0000	-	-	1,315,347	1,534,712
15	15	1.1552	1.0000	-	-	1,315,347	1,519,517
16	14	1.1438	1.0000	-	-	1,315,347	1,504,472
17	13	1.1325	1.0000	-	-	1,315,347	1,489,577
18	12	1.1212	1.0000	-	-	1,315,347	1,474,828
19	11	1.1101	1.0000	-	-	1,315,347	1,460,226
20	10	1.0992	1.0000	-	-	1,315,347	1,445,768
21	9	1.0883	1.0000	-	-	1,015,877	1,105,550
22	8	1.0775	1.0000	-	-	1,015,877	1,094,604
23	7	1.0668	1.0000	-	-	1,015,877	1,083,766
24	6	1.0563	1.0000	-	-	699,520	738,879
25	5	1.0458	1.0000	-	-	699,520	731,563
26	4	1.0355	1.0000	-	-	699,520	724,320
27	3	1.0252	1.0000	-	-	361,295	370,399
28	2	1.0151	1.0000	-	-	361,295	366,732
29	1	1.0050	1.0000	-	-	361,295	363,101
					36,219		$ 30,494,390

Annual Interest Rate:		1.00%
Total Escalated Expense for Entire Period	$	30,494,390
Total Escalated Vehicle Miles		36,219
Maximum Assessable Impact Fee for Roadway Service Area B	**$**	**842**

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area B

Impact Fee Project Name[1]	Project Cost	Cost In Service Area [1]	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded[2]	Impact Fee Recoverable Cost
From SH 29 To 875' SW OF SH 29	$ 1,800,000	$ 1,800,000	$ 1,496,856	$ -	$ 1,496,856	$ -	$ 1,496,856
From N US 183 To 965' E OF N US 183	1,200,000	1,200,000	997,904	-	997,904	-	997,904
From 825' S OF ORCHARD DR To PVT RD 918	4,000,000	2,000,000	1,663,174	-	1,663,174	-	1,663,174
From 300' S OF NORWOOD DR To 250' N OF SAN GABRIEL PKWY	1,900,000	950,000	790,008	-	790,008	-	790,008
From 250' N OF SAN GABRIEL PKWY To SAN GABRIEL PKWY	400,000	400,000	332,635	-	332,635	-	332,635
From 190' S OF SAN GABRIEL PKWY To 410' S OF SAN GABRIEL PKWY	200,000	100,000	83,159	-	83,159	-	83,159
From 410' S OF SAN GABRIEL PKWY To 680' S OF SAN GABRIEL PKWY	400,000	400,000	332,635	-	332,635	-	332,635
From 680' S OF SAN GABRIEL PKWY To 1,500' S OF SAN GABRIEL PKWY	1,000,000	500,000	415,793	-	415,793	-	415,793
From 2,400' N OF HERO WAY To 1,990' N OF HERO WAY	500,000	500,000	415,793	-	415,793	-	415,793
From 1,990 N' OF HERO WAY To 1,550' N OF HERO WAY	500,000	250,000	207,897	-	207,897	-	207,897
From 1,550' N OF HERO WAY To 405' N OF HERO WAY	1,400,000	1,400,000	1,164,222	-	1,164,222	-	1,164,222
From 405' N OF HERO WAY To HERO WAY	500,000	500,000	415,793	-	415,793	-	415,793
From SAN GABRIEL PKWY To HERO WAY	5,000,000	5,000,000	4,157,935	-	4,157,935	-	4,157,935
From CR 270 To 1,415' E of CR 270	2,700,000	1,350,000	1,122,642	-	1,122,642	-	1,122,642
From 1,415' E of CR 270 To 375' W of Logan Del Way	3,200,000	3,200,000	2,661,078	-	2,661,078	-	2,661,078
From 865' W of Ronald Reagan Blvd To Ronald Reagan Blvd	1,500,000	1,500,000	1,247,380	-	1,247,380	-	1,247,380
From US 183 To RM 2243	13,900,000	6,950,000	5,779,529	-	5,779,529	-	5,779,529
City of Leander Signal Upgrades	2,000,000	400,000	306,911	-	306,911	-	306,911
San Gabriel Pkwy and Ronald Reagan Blvd	400,000	400,000	306,911	-	306,911	-	306,911
Hero Way and Ronald Reagan Blvd	400,000	200,000	153,456	-	153,456	-	153,456
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	$ 42,992,000	$ 29,023,000	$ 24,074,712	$ -	$ 24,051,712	$ 23,000	$ 24,074,712

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area B

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Rate Revenues
1	$ 379,870	109,052	$ 3.48	2,851	$ 9,932
2	379,870	111,904	3.39	5,703	19,358
3	379,870	114,755	3.31	8,554	28,315
4	781,162	117,606	6.64	11,405	75,754
5	781,162	120,457	6.48	14,256	92,451
6	781,162	123,309	6.34	17,108	108,376
7	1,210,193	126,160	9.59	19,959	191,455
8	1,210,193	129,011	9.38	22,810	213,970
9	1,210,193	131,862	9.18	25,661	235,512
10	1,668,487	134,714	12.39	28,513	353,140
11	1,668,487	134,714	12.39	28,513	353,140
12	1,668,487	134,714	12.39	28,513	353,140
13	1,668,487	134,714	12.39	28,513	353,140
14	1,668,487	134,714	12.39	28,513	353,140
15	1,668,487	134,714	12.39	28,513	353,140
16	1,668,487	134,714	12.39	28,513	353,140
17	1,668,487	134,714	12.39	28,513	353,140
18	1,668,487	134,714	12.39	28,513	353,140
19	1,668,487	134,714	12.39	28,513	353,140
20	1,668,487	134,714	12.39	28,513	353,140
21	1,288,617	134,714	9.57	28,513	272,740
22	1,288,617	134,714	9.57	28,513	272,740
23	1,288,617	134,714	9.57	28,513	272,740
24	887,325	134,714	6.59	28,513	187,805
25	887,325	134,714	6.59	28,513	187,805
26	887,325	134,714	6.59	28,513	187,805
27	458,294	134,714	3.40	28,513	96,999
28	458,294	134,714	3.40	28,513	96,999
29	458,294	134,714	3.40	28,513	96,999
Total	$ 33,369,744				$ 6,532,301

2021 Vehicle Miles (All Service Areas) [2]	106,201	
Ten Year Growth in Vehicle Miles (Service Area B) [3]	28,513	
	10	years
Annual Growth in Vehicle Miles	2,851	
Credit Amount	**$ 6,532,301**	

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area C

I. General Assumptions

Annual Interest Rate on Deposits [1]	1.00%
Annual Vehicle Mile Growth [2]	2,839
Portion of Projects Funded by Existing Debt [3]	$ 4,838,133
Non-debt Funded Project Cost [4]	23,000
New Project Cost Funded Through New Debt [5]	21,779,886
Total Recoverable Project Cost [6]	$ 26,641,019

II. New Debt Issues Assumptions

Year	Principal [7]	Interest [8]	Term
1	$ 5,444,972	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	5,444,972	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	5,444,972	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	5,444,972	4.40%	20
Total	$ 21,779,886		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [9]
1	$ 2,300
2	1,817,291
3	1,817,291
4	1,817,291
5	1,817,291
6	1,817,291
7	1,817,291
8	1,817,291
9	1,817,291
10	1,817,291
11	1,814,991
12	1,814,991
13	1,814,991
Total	21,802,886

(1) Texpool 5-year average per City Staff
(2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
(3) Per Kimley-Horn discussions with City Staff and City files
(4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
(5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
(6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
(7) Assumes new debt issued in equal amounts every 3 years, per City Staff
(8) Estimated interest on future debt from City's Financial Advisor December 2021
(9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area C

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 343,989	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 343,989
2	343,989	-	-	-	-	-	-	-	-	-	343,989
3	343,989	-	-	-	-	-	-	-	-	-	343,989
4	343,989	-	-	363,387	-	-	-	-	-	-	707,377
5	343,989	-	-	363,387	-	-	-	-	-	-	707,377
6	343,989	-	-	363,387	-	-	-	-	-	-	707,377
7	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
8	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
9	343,989	-	-	363,387	-	-	388,507	-	-	-	1,095,883
10	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
11	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
12	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
13	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
14	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
15	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
16	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
17	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
18	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
19	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
20	343,989	-	-	363,387	-	-	388,507	-	-	415,005	1,510,889
21	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
22	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
23	-	-	-	363,387	-	-	388,507	-	-	415,005	1,166,899
24	-	-	-	-	-	-	388,507	-	-	415,005	803,512
25	-	-	-	-	-	-	388,507	-	-	415,005	803,512
26	-	-	-	-	-	-	388,507	-	-	415,005	803,512
27	-	-	-	-	-	-	-	-	-	415,005	415,005
28	-	-	-	-	-	-	-	-	-	415,005	415,005
29	-	-	-	-	-	-	-	-	-	415,005	415,005
	$ 6,879,789	$ -	$ -	$ 7,267,742	$ -	$ -	$ 7,770,138	$ -	$ -	$ 8,300,106	$ 30,217,775

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area C

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
1	$ 343,989	$ 2,300	$ (5,444,972)	$ 393,973	$ (19,216)	$ (4,723,925)
2	343,989	1,817,291	-	392,897	(37,403)	2,516,775
3	343,989	1,817,291	-	394,437	(54,830)	2,500,887
4	707,377	1,817,291	(5,444,972)	393,395	(106,347)	(2,633,256)
5	707,377	1,817,291	-	393,843	(129,852)	2,788,659
6	707,377	1,817,291	-	393,690	(152,211)	2,766,146
7	1,095,883	1,817,291	(5,444,972)	393,947	(234,868)	(2,372,718)
8	1,095,883	1,817,291	-	393,553	(262,439)	3,044,288
9	1,095,883	1,817,291	-	393,313	(288,835)	3,017,653
10	1,510,889	1,817,291	(5,444,972)	393,704	(401,788)	(2,124,877)
11	1,510,889	1,814,991	-	394,356	(401,926)	3,318,310
12	1,510,889	1,814,991	-	393,216	(401,685)	3,317,410
13	1,510,889	1,814,991	-	394,309	(401,916)	3,318,273
14	1,510,889	-	-	393,500	(401,745)	1,502,644
15	1,510,889	-	-	3,723	(319,519)	1,195,093
16	1,510,889	-	-	3,734	(319,521)	1,195,102
17	1,510,889	-	-	-	(318,733)	1,192,155
18	1,510,889	-	-	-	(318,733)	1,192,155
19	1,510,889	-	-	-	(318,733)	1,192,155
20	1,510,889	-	-	-	(318,733)	1,192,155
21	1,166,899	-	-	-	(246,166)	920,733
22	1,166,899	-	-	-	(246,166)	920,733
23	1,166,899	-	-	-	(246,166)	920,733
24	803,512	-	-	-	(169,507)	634,005
25	803,512	-	-	-	(169,507)	634,005
26	803,512	-	-	-	(169,507)	634,005
27	415,005	-	-	-	(87,548)	327,457
28	415,005	-	-	-	(87,548)	327,457
29	415,005	-	-	-	(87,548)	327,457
	$ 30,217,775	$ 21,802,886	$ (21,779,886)	$ 5,519,592	$ (6,718,697)	$ 29,041,670

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area C

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 929	2,839	$ 2,637,719	$ (4,723,925)	$ 7,361,644	$ 36,808	7,398,452
2	929	2,839	2,637,719	2,516,775	120,944	74,589	7,593,986
3	929	2,839	2,637,719	2,500,887	136,832	76,624	7,807,442
4	929	2,839	2,637,719	(2,633,256)	5,270,975	104,429	13,182,847
5	929	2,839	2,637,719	2,788,659	(150,940)	131,074	13,162,981
6	929	2,839	2,637,719	2,766,146	(128,427)	130,988	13,165,541
7	929	2,839	2,637,719	(2,372,718)	5,010,437	156,708	18,332,686
8	929	2,839	2,637,719	3,044,288	(406,569)	181,294	18,107,411
9	929	2,839	2,637,719	3,017,653	(379,934)	179,174	17,906,651
10	929	2,839	2,637,719	(2,124,877)	4,762,595	202,879	22,872,126
11	-	-	-	3,318,310	(3,318,310)	212,130	19,765,946
12	-	-	-	3,317,410	(3,317,410)	181,072	16,629,609
13	-	-	-	3,318,273	(3,318,273)	149,705	13,461,041
14	-	-	-	1,502,644	(1,502,644)	127,097	12,085,494
15	-	-	-	1,195,093	(1,195,093)	114,879	11,005,281
16	-	-	-	1,195,102	(1,195,102)	104,077	9,914,256
17	-	-	-	1,192,155	(1,192,155)	93,182	8,815,282
18	-	-	-	1,192,155	(1,192,155)	82,192	7,705,319
19	-	-	-	1,192,155	(1,192,155)	71,092	6,584,256
20	-	-	-	1,192,155	(1,192,155)	59,882	5,451,982
21	-	-	-	920,733	(920,733)	49,916	4,581,165
22	-	-	-	920,733	(920,733)	41,208	3,701,640
23	-	-	-	920,733	(920,733)	32,413	2,813,319
24	-	-	-	634,005	(634,005)	24,963	2,204,277
25	-	-	-	634,005	(634,005)	18,873	1,589,145
26	-	-	-	634,005	(634,005)	12,721	967,861
27	-	-	-	327,457	(327,457)	8,041	648,445
28	-	-	-	327,457	(327,457)	4,847	325,836
29	-	-	-	327,457	(327,457)	1,621	-
			$ 26,377,190	$ 29,041,670		$ 2,664,480	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area C

Year	Number of Years to End of Period	Future Value Escalation: Interest Rate Factor	Future Value Escalation: Recovery Fee Factor	Annual Vehicle Miles: Actual	Annual Vehicle Miles: Escalated	Annual Expense: Actual	Annual Expense: Escalated
1	29	1.3279	1.0000	2,839	3,770	$ (4,723,925)	$ (6,272,888)
2	28	1.3147	1.0000	2,839	3,733	2,516,775	3,308,929
3	27	1.3017	1.0000	2,839	3,696	2,500,887	3,255,486
4	26	1.2888	1.0000	2,839	3,660	(2,633,256)	(3,393,857)
5	25	1.2761	1.0000	2,839	3,623	2,788,659	3,558,561
6	24	1.2634	1.0000	2,839	3,587	2,766,146	3,494,884
7	23	1.2509	1.0000	2,839	3,552	(2,372,718)	(2,968,127)
8	22	1.2386	1.0000	2,839	3,517	3,044,288	3,770,515
9	21	1.2263	1.0000	2,839	3,482	3,017,653	3,700,520
10	20	1.2141	1.0000	2,839	3,447	(2,124,877)	(2,579,918)
11	19	1.2021	1.0000	-	-	3,318,310	3,989,034
12	18	1.1902	1.0000	-	-	3,317,410	3,948,467
13	17	1.1784	1.0000	-	-	3,318,273	3,910,390
14	16	1.1668	1.0000	-	-	1,502,644	1,753,245
15	15	1.1552	1.0000	-	-	1,195,093	1,380,597
16	14	1.1438	1.0000	-	-	1,195,102	1,366,938
17	13	1.1325	1.0000	-	-	1,192,155	1,350,067
18	12	1.1212	1.0000	-	-	1,192,155	1,336,700
19	11	1.1101	1.0000	-	-	1,192,155	1,323,466
20	10	1.0992	1.0000	-	-	1,192,155	1,310,362
21	9	1.0883	1.0000	-	-	920,733	1,002,007
22	8	1.0775	1.0000	-	-	920,733	992,086
23	7	1.0668	1.0000	-	-	920,733	982,264
24	6	1.0563	1.0000	-	-	634,005	669,678
25	5	1.0458	1.0000	-	-	634,005	663,047
26	4	1.0355	1.0000	-	-	634,005	656,482
27	3	1.0252	1.0000	-	-	327,457	335,709
28	2	1.0151	1.0000	-	-	327,457	332,385
29	1	1.0050	1.0000	-	-	327,457	329,094
					36,068		$ 33,506,127

Annual Interest Rate:		1.00%
Total Escalated Expense for Entire Period	$	33,506,127
Total Escalated Vehicle Miles		36,068
Maximum Assessable Impact Fee for Roadway Service Area C	**$**	**929**

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area C

Impact Fee Project Name[1]	Project Cost	Cost In Service Area [1]	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded[2]	Impact Fee Recoverable Cost
From TRAVISSO PKWY To 2,475' NW OF RM 1431	$ 9,400,000	$ 4,700,000	$ 2,587,348	$ -	$ 2,587,348	$ -	$ 2,587,348
From HERO WAY To 2,815' SE OF HERO WAY	5,000,000	5,000,000	2,752,498	-	2,752,498	-	2,752,498
From 2,815' SE OF HERO WAY To 1,765' SE OF VISTA RIDGE	5,700,000	2,850,000	1,568,924	-	1,568,924	-	1,568,924
From 1,765' SE OF VISTA RIDGE To 550' NW OF STINNETT DR	1,300,000	1,300,000	715,650	-	715,650	-	715,650
From HERO WAY To 2,595' S OF HERO WAY	800,000	800,000	440,400	-	440,400	-	440,400
From 2,595' S OF HERO WAY To 475' N OF VISTA RIDGE DR	100,000	50,000	27,525	-	27,525	-	27,525
From 475' N OF VISTA RIDGE DR To 2,065' S OF OSAGE DR	3,900,000	3,900,000	2,146,949	-	2,146,949	-	2,146,949
From W SOUTH ST To 870' N OF SONNY DR	3,200,000	3,200,000	1,761,599	-	1,761,599	-	1,761,599
From HERO WAY To 195' S OF OSAGE DR	4,500,000	2,250,000	1,238,624	-	1,238,624	-	1,238,624
From WEST DR To US 183	1,200,000	1,200,000	660,600	-	660,600	-	660,600
From CANTINA SKY To FIRST VIEW	500,000	500,000	275,250	-	275,250	-	275,250
From 315' E OF PAINTED SKY BEND To BAGDAD RD	500,000	500,000	275,250	-	275,250	-	275,250
From 1,100' E OF SAN GABRIEL PKWY To 900' W OF LAKELINE BLVD	11,100,000	5,550,000	3,055,273	-	3,055,273	-	3,055,273
From LAKELINE BLVD To US 183	22,757,707	11,378,854	6,264,055	3,465,173	2,798,882	-	6,264,055
From Nothern Hills To S West Dr	2,494,024	2,494,024	1,372,959	1,372,959	-	-	1,372,959
Hero Way and US 183	298,750	74,688	29,765	-	29,765	-	29,765
City of Leander Signal Upgrades	2,000,000	400,000	159,410	-	159,410	-	159,410
Crystal Falls Pkwy and US 183	355,000	177,500	70,738	-	70,738	-	70,738
W South St and US 183	194,000	97,000	38,657	-	38,657	-	38,657
Crystal Falls Pkwy and Lakeline Blvd	472,250	472,250	188,203	-	188,203	-	188,203
W South St and West Dr	1,200,000	1,200,000	478,230	-	478,230	-	478,230
E Crystal Falls Pkwy and S West St	400,000	400,000	159,410	-	159,410	-	159,410
Sonny Dr and Lakeline Blvd	400,000	400,000	159,410	-	159,410	-	159,410
Sonny Dr and Bagdad Rd	400,000	400,000	159,410	-	159,410	-	159,410
RM 1431 and Travisso Pkwy	400,000	80,000	31,882	-	31,882	-	31,882
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	$ 78,663,731	$ 49,397,315	$ 26,641,019	$ 4,838,133	$ 21,779,886	$ 23,000	$ 26,641,019

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area C

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Rate Revenues
1	$ 737,963	109,040	$ 6.77	2,839	$ 19,216
2	736,887	111,880	6.59	5,679	37,403
3	738,426	114,719	6.44	8,518	54,830
4	1,100,772	117,559	9.36	11,358	106,347
5	1,101,220	120,398	9.15	14,197	129,852
6	1,101,067	123,237	8.93	17,036	152,211
7	1,489,831	126,077	11.82	19,876	234,868
8	1,489,436	128,916	11.55	22,715	262,439
9	1,489,197	131,755	11.30	25,554	288,835
10	1,904,593	134,595	14.15	28,394	401,788
11	1,905,245	134,595	14.16	28,394	401,926
12	1,904,104	134,595	14.15	28,394	401,685
13	1,905,198	134,595	14.16	28,394	401,916
14	1,904,389	134,595	14.15	28,394	401,745
15	1,514,611	134,595	11.25	28,394	319,519
16	1,514,623	134,595	11.25	28,394	319,521
17	1,510,889	134,595	11.23	28,394	318,733
18	1,510,889	134,595	11.23	28,394	318,733
19	1,510,889	134,595	11.23	28,394	318,733
20	1,510,889	134,595	11.23	28,394	318,733
21	1,166,899	134,595	8.67	28,394	246,166
22	1,166,899	134,595	8.67	28,394	246,166
23	1,166,899	134,595	8.67	28,394	246,166
24	803,512	134,595	5.97	28,394	169,507
25	803,512	134,595	5.97	28,394	169,507
26	803,512	134,595	5.97	28,394	169,507
27	415,005	134,595	3.08	28,394	87,548
28	415,005	134,595	3.08	28,394	87,548
29	415,005	134,595	3.08	28,394	87,548
Total	$ 35,737,367				$ 6,718,697

2021 Vehicle Miles (All Service Areas) [2]	106,201	
Ten Year Growth in Vehicle Miles (Service Area C) [3]	28,394	
	10	years
Annual Growth in Vehicle Miles	2,839	
Credit Amount	**$ 6,718,697**	

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area D

I. General Assumptions

Annual Interest Rate on Deposits [1]	1.00%
Annual Vehicle Mile Growth [2]	5,548
Portion of Projects Funded by Existing Debt [3]	$ 5,223,058
Non-debt Funded Project Cost [4]	23,000
New Project Cost Funded Through New Debt [5]	75,319,298
Total Recoverable Project Cost [6]	$ 80,565,356

II. New Debt Issues Assumptions

Year	Principal [7]	Interest [8]	Term
1	$ 18,829,825	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	18,829,825	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	18,829,825	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	18,829,825	4.40%	20
Total	$ 75,319,298		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [9]
1	$ 2,300
2	6,278,908
3	6,278,908
4	6,278,908
5	6,278,908
6	6,278,908
7	6,278,908
8	6,278,908
9	6,278,908
10	6,278,908
11	6,276,608
12	6,276,608
13	6,276,608
Total	75,342,298

(1) Texpool 5-year average per City Staff
(2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
(3) Per Kimley-Horn discussions with City Staff and City files
(4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
(5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
(6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
(7) Assumes new debt issued in equal amounts every 3 years, per City Staff
(8) Estimated interest on future debt from City's Financial Advisor December 2021
(9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area D

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 1,189,586	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,189,586
2	1,189,586	-	-	-	-	-	-	-	-	-	1,189,586
3	1,189,586	-	-	-	-	-	-	-	-	-	1,189,586
4	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
5	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
6	1,189,586	-	-	1,256,667	-	-	-	-	-	-	2,446,253
7	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
8	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
9	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	-	3,789,789
10	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
11	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
12	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
13	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
14	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
15	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
16	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
17	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
18	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
19	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
20	1,189,586	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	5,224,962
21	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
22	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
23	-	-	-	1,256,667	-	-	1,343,536	-	-	1,435,173	4,035,376
24	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
25	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
26	-	-	-	-	-	-	1,343,536	-	-	1,435,173	2,778,709
27	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
28	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
29	-	-	-	-	-	-	-	-	-	1,435,173	1,435,173
	$ 23,791,717	$ -	$ -	$ 25,133,337	$ -	$ -	$ 26,870,726	$ -	$ -	$ 28,703,461	$104,499,242

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area D

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
1	$ 1,189,586	$ 2,300	$ (18,829,825)	$ 397,890	$ (78,809)	$ (17,318,858)
2	1,189,586	6,278,908	-	397,507	(150,127)	7,715,874
3	1,189,586	6,278,908	-	397,844	(215,066)	7,651,272
4	2,446,253	6,278,908	(18,829,825)	397,872	(491,566)	(10,198,358)
5	2,446,253	6,278,908	-	397,892	(589,012)	8,534,041
6	2,446,253	6,278,908	-	397,613	(678,636)	8,444,138
7	3,789,789	6,278,908	(18,829,825)	398,256	(1,121,367)	(9,484,239)
8	3,789,789	6,278,908	-	398,148	(1,234,316)	9,232,529
9	3,789,789	6,278,908	-	397,938	(1,339,198)	9,127,437
10	5,224,962	6,278,908	(18,829,825)	393,743	(1,927,953)	(8,860,165)
11	5,224,962	6,276,608	-	393,848	(1,927,989)	9,967,429
12	5,224,962	6,276,608	-	393,879	(1,928,000)	9,967,450
13	5,224,962	6,276,608	-	393,293	(1,927,799)	9,967,064
14	5,224,962	-	-	393,248	(1,927,783)	3,690,426
15	5,224,962	-	-	383,876	(1,924,568)	3,684,271
16	5,224,962	-	-	383,599	(1,924,473)	3,684,089
17	5,224,962	-	-	332,713	(1,907,012)	3,650,663
18	5,224,962	-	-	-	(1,792,848)	3,432,114
19	5,224,962	-	-	-	(1,792,848)	3,432,114
20	5,224,962	-	-	-	(1,792,848)	3,432,114
21	4,035,376	-	-	-	(1,384,664)	2,650,712
22	4,035,376	-	-	-	(1,384,664)	2,650,712
23	4,035,376	-	-	-	(1,384,664)	2,650,712
24	2,778,709	-	-	-	(953,462)	1,825,247
25	2,778,709	-	-	-	(953,462)	1,825,247
26	2,778,709	-	-	-	(953,462)	1,825,247
27	1,435,173	-	-	-	(492,453)	942,720
28	1,435,173	-	-	-	(492,453)	942,720
29	1,435,173	-	-	-	(492,453)	942,720
	$104,499,242	$ 75,342,298	$ (75,319,298)	$ 6,649,158	$ (35,163,954)	$ 76,007,446

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area D

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 1,229	5,548	$ 6,819,498	$ (17,318,858)	$ 24,138,356	$ 120,692	24,259,048
2	1,229	5,548	6,819,498	7,715,874	(896,376)	238,109	23,600,780
3	1,229	5,548	6,819,498	7,651,272	(831,774)	231,849	23,000,855
4	1,229	5,548	6,819,498	(10,198,358)	17,017,856	315,098	40,333,809
5	1,229	5,548	6,819,498	8,534,041	(1,714,543)	394,765	39,014,031
6	1,229	5,548	6,819,498	8,444,138	(1,624,640)	382,017	37,771,408
7	1,229	5,548	6,819,498	(9,484,239)	16,303,737	459,233	54,534,378
8	1,229	5,548	6,819,498	9,232,529	(2,413,031)	533,279	52,654,625
9	1,229	5,548	6,819,498	9,127,437	(2,307,939)	515,007	50,861,693
10	1,229	5,548	6,819,498	(8,860,165)	15,679,663	587,015	67,128,371
11	-	-	-	9,967,429	(9,967,429)	621,447	57,782,389
12	-	-	-	9,967,450	(9,967,450)	527,987	48,342,926
13	-	-	-	9,967,064	(9,967,064)	433,594	38,809,456
14	-	-	-	3,690,426	(3,690,426)	369,642	35,488,672
15	-	-	-	3,684,271	(3,684,271)	336,465	32,140,867
16	-	-	-	3,684,089	(3,684,089)	302,988	28,759,766
17	-	-	-	3,650,663	(3,650,663)	269,344	25,378,448
18	-	-	-	3,432,114	(3,432,114)	236,624	22,182,958
19	-	-	-	3,432,114	(3,432,114)	204,669	18,955,512
20	-	-	-	3,432,114	(3,432,114)	172,395	15,695,793
21	-	-	-	2,650,712	(2,650,712)	143,704	13,188,785
22	-	-	-	2,650,712	(2,650,712)	118,634	10,656,706
23	-	-	-	2,650,712	(2,650,712)	93,314	8,099,307
24	-	-	-	1,825,247	(1,825,247)	71,867	6,345,927
25	-	-	-	1,825,247	(1,825,247)	54,333	4,575,013
26	-	-	-	1,825,247	(1,825,247)	36,624	2,786,389
27	-	-	-	942,720	(942,720)	23,150	1,866,819
28	-	-	-	942,720	(942,720)	13,955	938,053
29	-	-	-	942,720	(942,720)	4,667	-
			$ 68,194,980	$ 76,007,446		$ 7,812,465	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area D

Year	Number of Years to End of Period	Future Value Escalation: Interest Rate Factor	Future Value Escalation: Recovery Fee Factor	Annual Vehicle Miles: Actual	Annual Vehicle Miles: Escalated	Annual Expense: Actual	Annual Expense: Escalated
1	29	1.3279	1.0000	5,548	7,367	$ (17,318,858)	$ (22,997,667)
2	28	1.3147	1.0000	5,548	7,294	7,715,874	10,144,445
3	27	1.3017	1.0000	5,548	7,222	7,651,272	9,959,910
4	26	1.2888	1.0000	5,548	7,150	(10,198,358)	(13,144,094)
5	25	1.2761	1.0000	5,548	7,079	8,534,041	10,890,148
6	24	1.2634	1.0000	5,548	7,009	8,444,138	10,668,736
7	23	1.2509	1.0000	5,548	6,940	(9,484,239)	(11,864,208)
8	22	1.2386	1.0000	5,548	6,871	9,232,529	11,434,985
9	21	1.2263	1.0000	5,548	6,803	9,127,437	11,192,894
10	20	1.2141	1.0000	5,548	6,736	(8,860,165)	(10,757,565)
11	19	1.2021	1.0000	-	-	9,967,429	11,982,128
12	18	1.1902	1.0000	-	-	9,967,450	11,863,517
13	17	1.1784	1.0000	-	-	9,967,064	11,745,602
14	16	1.1668	1.0000	-	-	3,690,426	4,305,893
15	15	1.1552	1.0000	-	-	3,684,271	4,256,149
16	14	1.1438	1.0000	-	-	3,684,089	4,213,801
17	13	1.1325	1.0000	-	-	3,650,663	4,134,226
18	12	1.1212	1.0000	-	-	3,432,114	3,848,247
19	11	1.1101	1.0000	-	-	3,432,114	3,810,145
20	10	1.0992	1.0000	-	-	3,432,114	3,772,421
21	9	1.0883	1.0000	-	-	2,650,712	2,884,694
22	8	1.0775	1.0000	-	-	2,650,712	2,856,132
23	7	1.0668	1.0000	-	-	2,650,712	2,827,854
24	6	1.0563	1.0000	-	-	1,825,247	1,927,945
25	5	1.0458	1.0000	-	-	1,825,247	1,908,856
26	4	1.0355	1.0000	-	-	1,825,247	1,889,957
27	3	1.0252	1.0000	-	-	942,720	966,477
28	2	1.0151	1.0000	-	-	942,720	956,908
29	1	1.0050	1.0000	-	-	942,720	947,434
					70,470		$ 86,625,970

Annual Interest Rate:		1.00%
Total Escalated Expense for Entire Period	$	86,625,970
Total Escalated Vehicle Miles		70,470
Maximum Assessable Impact Fee for Roadway Service Area D	**$**	**1,229**

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area D

Impact Fee Project Name[1]	Project Cost	Cost In Service Area [1]	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded[2]	Impact Fee Recoverable Cost
From HAZLEWOOD ST To CRYSTAL FALLS DR	$ 5,300,000	$ 5,300,000	$ 2,661,772	$ -	$ 2,661,772	$ -	$ 2,661,772
From RM 2243 To CRYSTAL FALLS PKWY	14,300,000	14,300,000	7,181,761	-	7,181,761	-	7,181,761
From HERO WAY To RM 2243	4,700,000	4,700,000	2,360,439	-	2,360,439	-	2,360,439
From RM 2243 To 1,235' S OF RM 2243	3,200,000	3,200,000	1,607,107	-	1,607,107	-	1,607,107
From RM 2243 To 1,265' SE OF RM 2243	1,680,000	840,000	421,866	-	421,866	-	421,866
From 1,265' SE OF RM 2243 To 2,315' SE OF RM 2243	1,680,000	1,680,000	843,731	-	843,731	-	843,731
From 2,315' SE OF RM 2243 To 3,040' SE OF RM 2243	960,000	480,000	241,066	-	241,066	-	241,066
From 1,855' NW OF WHISPER LN To 40' NW OF CRYSTAL FALLS PKWY	6,720,000	3,360,000	1,687,463	-	1,687,463	-	1,687,463
From 1,400' SE OF CRYSTAL FALLS PKWY To 500' SE OF PARKSIDE PKWY	2,720,000	2,720,000	1,366,041	-	1,366,041	-	1,366,041
From 615' NW OF JOURNEY PKWY To JOURNEY PKWY	880,000	440,000	220,977	-	220,977	-	220,977
From N US 183 To CR 175	45,100,000	45,100,000	22,650,170	-	22,650,170	-	22,650,170
From CR 175 To HERO WAY	2,600,000	1,300,000	652,887	-	652,887	-	652,887
From 980' W OF N US 183 To N US 183	6,300,000	6,300,000	3,163,993	-	3,163,993	-	3,163,993
From RONALD REAGAN BLVD To 725' E OF RONALD REAGAN BLVD	1,400,000	1,400,000	703,109	-	703,109	-	703,109
From 1,405' E OF RONALD REAGAN BLVD To 2,185' E OF RONALD REAGAN BLVD	1,500,000	1,500,000	753,332	-	753,332	-	753,332
From 2,190' E OF RONALD REAGAN BLVD To 1,615' W OF CR 175	9,400,000	9,400,000	4,720,878	-	4,720,878	-	4,720,878
From 1,615' W OF CR 175 To 590' W OF CR 175	1,900,000	950,000	477,110	-	477,110	-	477,110
From 1,615' W OF CR 175 To 115' W OF CR 175	800,000	800,000	401,777	-	401,777	-	401,777
From RONALD REAGAN BLVD To 4,025' E OF RONALD REAGAN BLVD	6,700,000	6,700,000	3,364,881	-	3,364,881	-	3,364,881
From 4,025' E OF RONALD REAGAN BLVD To 4,700' E OF RONALD REAGAN BLVD	3,400,000	1,700,000	853,776	-	853,776	-	853,776
From 4,700' E OF RONALD REAGAN BLVD To 5,000' E OF RONALD REAGAN BLVD	1,200,000	1,200,000	602,665	-	602,665	-	602,665
From 2,575' W OF CR 175 To 1,875' W OF CR 175	500,000	250,000	125,555	-	125,555	-	125,555
From 1,875' W OF CR 175 To CR 175	3,200,000	3,200,000	1,607,107	-	1,607,107	-	1,607,107
From RM 2243 To Southern City Limits	4,200,000	4,200,000	2,109,328	-	2,109,328	-	2,109,328
From HERO WAY To 195' S OF OSAGE DR	4,500,000	2,250,000	1,129,997	-	1,129,997	-	1,129,997
From Hero Way To E South St	3,280,852	3,280,852	1,647,713	291,716	1,355,997	-	1,647,713
From E Evans St To E South St	1,100,000	1,100,000	552,443	-	552,443	-	552,443
From US 183A To Raider Way	4,909,533	4,909,533	2,465,671	2,465,671	-	-	2,465,671
From Woodview Dr To Crystal Falls Pkwy	4,909,533	4,909,533	2,465,671	2,465,671	-	-	2,465,671
From US 183 To RM 2243	13,900,000	6,950,000	3,490,436	-	3,490,436	-	3,490,436
Hero Way and US 183	298,750	74,688	57,818	-	57,818	-	57,818
City of Leander Signal Upgrades	2,000,000	400,000	309,653	-	309,653	-	309,653
Hero Way and Ronald Reagan Blvd	400,000	200,000	154,826	-	154,826	-	154,826
Crystal Falls Pkwy and US 183	355,000	177,500	137,408	-	137,408	-	137,408
W South St and US 183	194,000	97,000	75,091	-	75,091	-	75,091
RM 2243 and Ronald Reagan Blvd	5,000,000	5,000,000	3,870,657	-	3,870,657	-	3,870,657
E Woodview Dr and Raider Way	1,200,000	1,200,000	928,958	-	928,958	-	928,958
E Crystal Falls Pkwy and Raider Way	1,200,000	1,200,000	928,958	-	928,958	-	928,958
Journey Pkwy and CR 175	400,000	400,000	309,653	-	309,653	-	309,653
Sonny Dr and Leander Dr	400,000	400,000	309,653	-	309,653	-	309,653
Hazelwood St and Horizon Park Blvd	1,200,000	1,200,000	928,958	-	928,958	-	928,958
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	$ 175,679,667	$ 154,792,105	$ 80,565,356	$ 5,223,058	$ 75,319,298	$ 23,000	$ 80,565,356

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area D

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Rate Revenues
1	$ 1,587,475	111,749	$ 14.21	5,548	$ 78,809
2	1,587,093	117,296	13.53	11,095	150,127
3	1,587,430	122,844	12.92	16,643	215,066
4	2,844,125	128,392	22.15	22,191	491,566
5	2,844,145	133,939	21.23	27,738	589,012
6	2,843,866	139,487	20.39	33,286	678,636
7	4,188,045	145,035	28.88	38,834	1,121,367
8	4,187,937	150,582	27.81	44,381	1,234,316
9	4,187,727	156,130	26.82	49,929	1,339,198
10	5,618,705	161,678	34.75	55,477	1,927,953
11	5,618,810	161,678	34.75	55,477	1,927,989
12	5,618,842	161,678	34.75	55,477	1,928,000
13	5,618,255	161,678	34.75	55,477	1,927,799
14	5,618,210	161,678	34.75	55,477	1,927,783
15	5,608,838	161,678	34.69	55,477	1,924,568
16	5,608,561	161,678	34.69	55,477	1,924,473
17	5,557,675	161,678	34.38	55,477	1,907,012
18	5,224,962	161,678	32.32	55,477	1,792,848
19	5,224,962	161,678	32.32	55,477	1,792,848
20	5,224,962	161,678	32.32	55,477	1,792,848
21	4,035,376	161,678	24.96	55,477	1,384,664
22	4,035,376	161,678	24.96	55,477	1,384,664
23	4,035,376	161,678	24.96	55,477	1,384,664
24	2,778,709	161,678	17.19	55,477	953,462
25	2,778,709	161,678	17.19	55,477	953,462
26	2,778,709	161,678	17.19	55,477	953,462
27	1,435,173	161,678	8.88	55,477	492,453
28	1,435,173	161,678	8.88	55,477	492,453
29	1,435,173	161,678	8.88	55,477	492,453
Total	$ 111,148,400				$ 35,163,954

2021 Vehicle Miles (All Service Areas) [2]	106,201	
Ten Year Growth in Vehicle Miles (Service Area D) [3]	55,477	
	10	years
Annual Growth in Vehicle Miles	5,548	
Credit Amount	**$ 35,163,954**	

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation Assumptions

Appendix E - Impact Fee Calculation Assumptions

Service Area E

I. General Assumptions

Annual Interest Rate on Deposits [1]	1.00%
Annual Vehicle Mile Growth [2]	2,993

Portion of Projects Funded by Existing Debt [3]	$ 1,198,561
Non-debt Funded Project Cost [4]	23,000
New Project Cost Funded Through New Debt [5]	7,755,465
Total Recoverable Project Cost [6]	$ 8,977,025

II. New Debt Issues Assumptions

Year	Principal [7]	Interest [8]	Term
1	$ 1,938,866	2.34%	20
2	-	2.53%	20
3	-	2.73%	20
4	1,938,866	2.92%	20
5	-	3.16%	20
6	-	3.41%	20
7	1,938,866	3.66%	20
8	-	3.90%	20
9	-	4.15%	20
10	1,938,866	4.40%	20
Total	$ 7,755,465		

III. Capital Expenditure Assumptions

Year	Annual Capital Expenditures [9]
1	$ 2,300
2	648,589
3	648,589
4	648,589
5	648,589
6	648,589
7	648,589
8	648,589
9	648,589
10	648,589
11	646,289
12	646,289
13	646,289
Total	7,778,465

(1) Texpool 5-year average per City Staff
(2) Derived from Table 1: Residential and Employment 10-Year Growth Projections
(3) Per Kimley-Horn discussions with City Staff and City files
(4) This assumes 0% of new project costs funded through sources other than debt, unless specified otherwise
(5) This assumes 100% of new project costs funded through new debt issues, unless specified otherwise
(6) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections
(7) Assumes new debt issued in equal amounts every 3 years, per City Staff
(8) Estimated interest on future debt from City's Financial Advisor December 2021
(9) Assumes new debt proceeds expended over a 3-year timeframe
Non-debt funded capital expenditures allocated per discussions with City Staff

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area E

I. New Debt Service Detail

Year	Series 1	Series 2	Series 3	Series 4	Series 5	Series 6	Series 7	Series 8	Series 9	Series 10	Total Annual New Debt Service
1	$ 122,489	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 122,489
2	122,489	-	-	-	-	-	-	-	-	-	122,489
3	122,489	-	-	-	-	-	-	-	-	-	122,489
4	122,489	-	-	129,396	-	-	-	-	-	-	251,885
5	122,489	-	-	129,396	-	-	-	-	-	-	251,885
6	122,489	-	-	129,396	-	-	-	-	-	-	251,885
7	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
8	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
9	122,489	-	-	129,396	-	-	138,341	-	-	-	390,226
10	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
11	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
12	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
13	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
14	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
15	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
16	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
17	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
18	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
19	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
20	122,489	-	-	129,396	-	-	138,341	-	-	147,777	538,003
21	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
22	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
23	-	-	-	129,396	-	-	138,341	-	-	147,777	415,514
24	-	-	-	-	-	-	138,341	-	-	147,777	286,118
25	-	-	-	-	-	-	138,341	-	-	147,777	286,118
26	-	-	-	-	-	-	138,341	-	-	147,777	286,118
27	-	-	-	-	-	-	-	-	-	147,777	147,777
28	-	-	-	-	-	-	-	-	-	147,777	147,777
29	-	-	-	-	-	-	-	-	-	147,777	147,777
	$ 2,449,781	$ -	$ -	$ 2,587,925	$ -	$ -	$ 2,766,820	$ -	$ -	$ 2,955,533	$ 10,760,060

City of Leander - 2022 Roadway Impact Fee Study

Appendix E - Impact Fee Calculation Assumptions

Debt Service and Expense Summary

Service Area E

II. Summary of Annual Expenses

Year	New Annual Debt Service[1]	Annual Capital Expenditures[2]	Annual Bond Proceeds[2]	Existing Annual Debt Service[3]	Annual Credit[4]	Total Expense
1	$ 122,489	$ 2,300	$ (1,938,866)	$ 72,630	$ (5,349)	$ (1,746,796)
2	122,489	648,589	-	72,704	(10,416)	833,366
3	122,489	648,589	-	73,070	(15,246)	828,901
4	251,885	648,589	(1,938,866)	72,512	(32,867)	(998,746)
5	251,885	648,589	-	72,525	(40,070)	932,929
6	251,885	648,589	-	72,772	(46,960)	926,286
7	390,226	648,589	(1,938,866)	72,624	(76,269)	(903,696)
8	390,226	648,589	-	72,711	(85,176)	1,026,350
9	390,226	648,589	-	72,711	(93,669)	1,017,857
10	538,003	648,589	(1,938,866)	66,744	(132,968)	(818,499)
11	538,003	646,289	-	66,496	(132,914)	1,117,874
12	538,003	646,289	-	66,756	(132,971)	1,118,077
13	538,003	646,289	-	66,631	(132,943)	1,117,979
14	538,003	-	-	66,750	(132,970)	471,784
15	538,003	-	-	66,636	(132,944)	471,694
16	538,003	-	-	66,461	(132,906)	471,558
17	538,003	-	-	-	(118,293)	419,710
18	538,003	-	-	-	(118,293)	419,710
19	538,003	-	-	-	(118,293)	419,710
20	538,003	-	-	-	(118,293)	419,710
21	415,514	-	-	-	(91,361)	324,153
22	415,514	-	-	-	(91,361)	324,153
23	415,514	-	-	-	(91,361)	324,153
24	286,118	-	-	-	(62,910)	223,208
25	286,118	-	-	-	(62,910)	223,208
26	286,118	-	-	-	(62,910)	223,208
27	147,777	-	-	-	(32,492)	115,284
28	147,777	-	-	-	(32,492)	115,284
29	147,777	-	-	-	(32,492)	115,284
	$ 10,760,060	$ 7,778,465	$ (7,755,465)	$ 1,120,733	$ (2,370,097)	$ 9,533,697

(1) Appendix E - Service Area A, Page 2

(2) Appendix E - Service Area A, Page 1

(3) Eligible outstanding debt funded projects as a percent of total principal times original annual debt service

(4) Appendix E - Service Area A, Page 7

City of Leander - 2022 Roadway Impact Fee Study

Revenue Test

Appendix E - Impact Fee Calculation Assumptions

Service Area E

Year	Impact Fee	Vehicle Miles	Impact Fee Revenue	Annual Expenses	Sub-Total	Accumulated Interest	Estimated Fund Balance
Initial							$ -
1	$ 287	2,993	$ 859,900	$ (1,746,796)	$ 2,606,695	$ 13,033	2,619,729
2	287	2,993	859,900	833,366	26,533	26,330	2,672,592
3	287	2,993	859,900	828,901	30,998	26,881	2,730,471
4	287	2,993	859,900	(998,746)	1,858,646	36,598	4,625,715
5	287	2,993	859,900	932,929	(73,029)	45,892	4,598,578
6	287	2,993	859,900	926,286	(66,386)	45,654	4,577,845
7	287	2,993	859,900	(903,696)	1,763,596	54,596	6,396,038
8	287	2,993	859,900	1,026,350	(166,450)	63,128	6,292,716
9	287	2,993	859,900	1,017,857	(157,957)	62,137	6,196,896
10	287	2,993	859,900	(818,499)	1,678,398	70,361	7,945,655
11	-	-	-	1,117,874	(1,117,874)	73,867	6,901,648
12	-	-	-	1,118,077	(1,118,077)	63,426	5,846,997
13	-	-	-	1,117,979	(1,117,979)	52,880	4,781,897
14	-	-	-	471,784	(471,784)	45,460	4,355,574
15	-	-	-	471,694	(471,694)	41,197	3,925,077
16	-	-	-	471,558	(471,558)	36,893	3,490,412
17	-	-	-	419,710	(419,710)	32,806	3,103,507
18	-	-	-	419,710	(419,710)	28,937	2,712,734
19	-	-	-	419,710	(419,710)	25,029	2,318,052
20	-	-	-	419,710	(419,710)	21,082	1,919,424
21	-	-	-	324,153	(324,153)	17,573	1,612,844
22	-	-	-	324,153	(324,153)	14,508	1,303,199
23	-	-	-	324,153	(324,153)	11,411	990,457
24	-	-	-	223,208	(223,208)	8,789	776,038
25	-	-	-	223,208	(223,208)	6,644	559,474
26	-	-	-	223,208	(223,208)	4,479	340,745
27	-	-	-	115,284	(115,284)	2,831	228,292
28	-	-	-	115,284	(115,284)	1,706	114,714
29	-	-	-	115,284	(115,284)	571	-
			$ 8,598,997	$ 9,533,697		$ 934,700	

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Calculation

Appendix E - Impact Fee Calculation Assumptions

Service Area E

Year	Number of Years to End of Period	Future Value Escalation: Interest Rate Factor	Future Value Escalation: Recovery Fee Factor	Annual Vehicle Miles: Actual	Annual Vehicle Miles: Escalated	Annual Expense: Actual	Annual Expense: Escalated
1	29	1.3279	1.0000	2,993	3,975	$ (1,746,796)	$ (2,319,565)
2	28	1.3147	1.0000	2,993	3,935	833,366	1,095,668
3	27	1.3017	1.0000	2,993	3,896	828,901	1,079,008
4	26	1.2888	1.0000	2,993	3,858	(998,746)	(1,287,228)
5	25	1.2761	1.0000	2,993	3,820	932,929	1,190,495
6	24	1.2634	1.0000	2,993	3,782	926,286	1,170,315
7	23	1.2509	1.0000	2,993	3,744	(903,696)	(1,130,469)
8	22	1.2386	1.0000	2,993	3,707	1,026,350	1,271,189
9	21	1.2263	1.0000	2,993	3,671	1,017,857	1,248,189
10	20	1.2141	1.0000	2,993	3,634	(818,499)	(993,780)
11	19	1.2021	1.0000	-	-	1,117,874	1,343,828
12	18	1.1902	1.0000	-	-	1,118,077	1,330,765
13	17	1.1784	1.0000	-	-	1,117,979	1,317,473
14	16	1.1668	1.0000	-	-	471,784	550,465
15	15	1.1552	1.0000	-	-	471,694	544,912
16	14	1.1438	1.0000	-	-	471,558	539,360
17	13	1.1325	1.0000	-	-	419,710	475,305
18	12	1.1212	1.0000	-	-	419,710	470,599
19	11	1.1101	1.0000	-	-	419,710	465,939
20	10	1.0992	1.0000	-	-	419,710	461,326
21	9	1.0883	1.0000	-	-	324,153	352,767
22	8	1.0775	1.0000	-	-	324,153	349,274
23	7	1.0668	1.0000	-	-	324,153	345,816
24	6	1.0563	1.0000	-	-	223,208	235,767
25	5	1.0458	1.0000	-	-	223,208	233,432
26	4	1.0355	1.0000	-	-	223,208	231,121
27	3	1.0252	1.0000	-	-	115,284	118,190
28	2	1.0151	1.0000	-	-	115,284	117,019
29	1	1.0050	1.0000	-	-	115,284	115,861
					38,022		$ 10,923,040

Annual Interest Rate:		1.00%
Total Escalated Expense for Entire Period	$	10,923,040
Total Escalated Vehicle Miles		38,022
Maximum Assessable Impact Fee for Roadway Service Area E	**$**	**287**

City of Leander - 2022 Roadway Impact Fee Study

Impact Fee Project Funding

Appendix E - Impact Fee Calculation Assumptions

Service Area E

Impact Fee Project Name[1]	Project Cost	Cost In Service Area [1]	Impact Fee Recoverable Cost[1]	Debt Funded[2] Existing	Debt Funded[2] Proposed	Non-Debt Funded[2]	Impact Fee Recoverable Cost
From 3,425' N OF S GABRIEL DR To HERO WAY	$ 3,400,000	$ 1,700,000	$ 1,131,974	$ -	$ 1,131,974	$ -	$ 1,131,974
From N US 183 To 183A TOLL RD	3,000,000	3,000,000	1,997,601	-	1,997,601	-	1,997,601
From Leander Dr To Mel Mathis Ave	4,661,885	4,661,885	3,104,196	-	3,104,196	-	3,104,196
From Main Street To US 183A	1,600,000	1,600,000	1,065,387	-	1,065,387	-	1,065,387
From San Gabriel Pkwy To 1575' N of Hero Way	1,800,000	1,800,000	1,198,561	1,198,561	-	-	1,198,561
Hero Way and US 183	298,750	74,688	71,795	-	71,795	-	71,795
City of Leander Signal Upgrades	2,000,000	400,000	384,510	-	384,510	-	384,510
Roadway Impact Fee Study	92,000	23,000	23,000	-	-	23,000	23,000
Total	$ 16,852,635	$ 13,259,573	$ 8,977,025	$ 1,198,561	$ 7,755,465	$ 23,000	$ 8,977,025

(1) Table 4: 10-Year Roadway Impact Fee CIP with Conceptual Level Cost Projections

(2) Per discussions with City staff and City files

City of Leander - 2022 Roadway Impact Fee Study

Credit Determination

Appendix E - Impact Fee Calculation Assumptions

Service Area E

Year	Eligible Debt Service[1]	Annual Vehicle Miles	Eligible Debt Service per Vehicle Mile	Annual Growth in Vehicle Miles (Cumulative)	Credit for Annual Ad Valorem Rate Revenues
1	$ 195,119	109,194	$ 1.79	2,993	$ 5,349
2	195,193	112,187	1.74	5,986	10,416
3	195,559	115,181	1.70	8,980	15,246
4	324,398	118,174	2.75	11,973	32,867
5	324,410	121,167	2.68	14,966	40,070
6	324,658	124,160	2.61	17,959	46,960
7	462,850	127,154	3.64	20,953	76,269
8	462,937	130,147	3.56	23,946	85,176
9	462,937	133,140	3.48	26,939	93,669
10	604,747	136,133	4.44	29,932	132,968
11	604,499	136,133	4.44	29,932	132,914
12	604,759	136,133	4.44	29,932	132,971
13	604,634	136,133	4.44	29,932	132,943
14	604,753	136,133	4.44	29,932	132,970
15	604,639	136,133	4.44	29,932	132,944
16	604,464	136,133	4.44	29,932	132,906
17	538,003	136,133	3.95	29,932	118,293
18	538,003	136,133	3.95	29,932	118,293
19	538,003	136,133	3.95	29,932	118,293
20	538,003	136,133	3.95	29,932	118,293
21	415,514	136,133	3.05	29,932	91,361
22	415,514	136,133	3.05	29,932	91,361
23	415,514	136,133	3.05	29,932	91,361
24	286,118	136,133	2.10	29,932	62,910
25	286,118	136,133	2.10	29,932	62,910
26	286,118	136,133	2.10	29,932	62,910
27	147,777	136,133	1.09	29,932	32,492
28	147,777	136,133	1.09	29,932	32,492
29	147,777	136,133	1.09	29,932	32,492
Total	$ 11,880,793				$ 2,370,097

2021 Vehicle Miles (All Service Areas) [2]	106,201	
Ten Year Growth in Vehicle Miles (Service Area E) [3]	29,932	
	10	years
Annual Growth in Vehicle Miles	2,993	
Credit Amount	**$ 2,370,097**	

(1) Appendix E - Service Area A, Page 3

(2) Per Kimley-Horn Impact Fee Study

(3) Derived from Table 1: Residential and Employment 10-Year Growth Projections

Service Areas

2022 Roadway Impact Fee Study
December 2023

N

0 0.5 1 2 Mile

Kimley»Horn

A

B

C

D

E

Service Areas
- A
- B
- C
- D
- E

Thoroughfares
Future Thoroughfares
Local Roads
Railroad
Stream Centerline
FEMA 100-Year Flood Risk Zone

City Limits Update

2022 Roadway Impact Fee Study
December 2023

N

0 0.5 1 2 Mile

Kimley»Horn

- Thoroughfares
- Future Thoroughfares
- Local Roads
- Railroad
- Stream Centerline
- FEMA 100-Year Flood Risk Zone
- Old City Limits
- New City Limits